Roads Reshape Ports In Bid for Import Ore

January 27, 1958

RAILWAY AGE *weekly*

One of Several Traveling Ship Unloaders at Baltimore.

Coal Is Loaded Efficiently by High-Lift Car Dumper.

ORE and COAL HANDLING...

brings to mind

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After 70 years of successfully building bulk material handling equipment, H & P still adheres to the basic idea that only specially engineered installations will give a really efficient performance.

B & O	use one or more of these	High-Lift Car Dumpers
Canton R R		Ore Handling Bridges
C & O		Traveling Ship Unloaders
Erie R R		Pan Conveyor Ship Loaders
N & W		Special Cranes
N Y C		Stationary Unloaders
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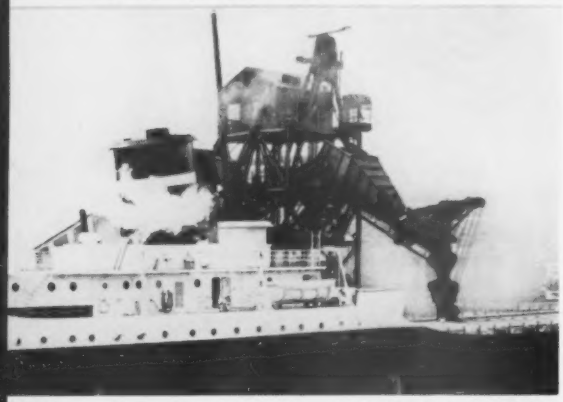

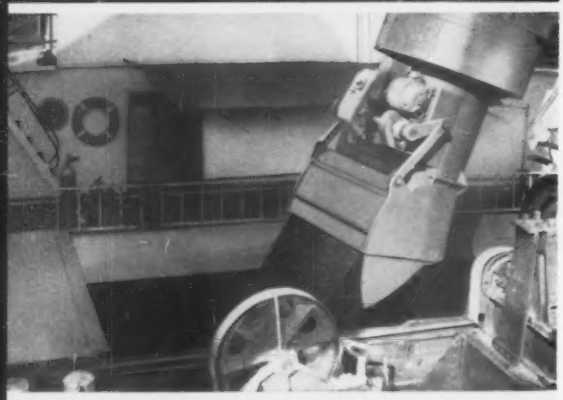

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Efficient Traveling Ship Unloader for Discharging Bulk Material.

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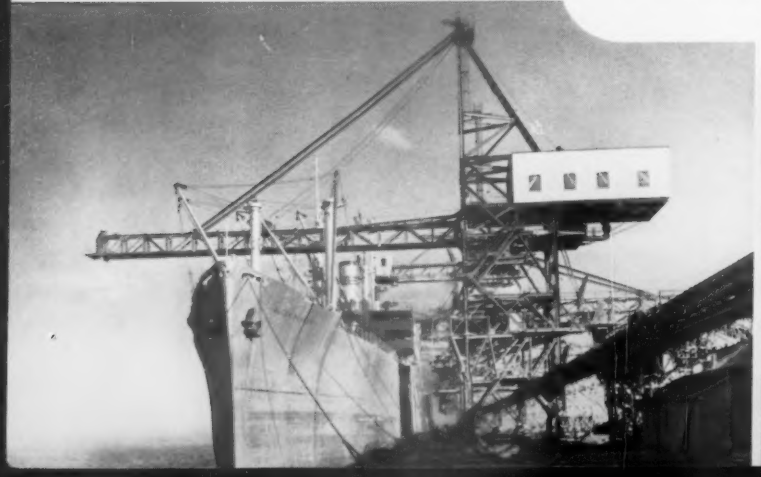
Ship to Shore and Shore to Ship Transfer Station.



NEW TRANSISTORIZED
64 VOLT STAN-PAC RADIO

MOTOROLA * TRANSISTOR POWER 2-WAY RADIO
POWER

Completely transistorized power supply and audio output—back view (with cover removed) showing location of 6 transistors.

Transistorized voltage regulation—input voltages as high as 84 vdc are automatically regulated before being fed into the radio's power supply.

Transistors Reduce Maintenance and Down-Time

Here's another railroad first from Motorola. Now Motorola offers railroad radio with transistorized voltage regulation. Diesel voltages that range from 64-84 volts are no problem for Motorola's new 64 volt "Stan-Pac" radio. The built-in voltage regulator automatically holds the voltage at a constant value. Therefore, tube life is extended, operation is more stable and maintenance costs are reduced. That's the kind of engineering value you expect from Motorola.

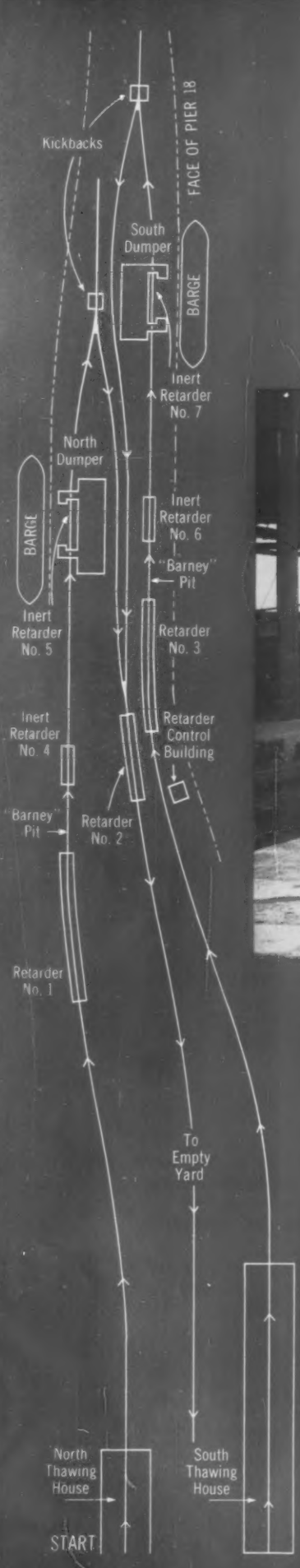
Long Life Transistors Replace Vibrator

Transistors in this new radio reduce operating costs in other ways, too. "Stan-Pac" radio features a completely transistorized power supply. The vibrator is gone, and there are no expensive converters or rotary machinery. Installation costs are lowered; maintenance is simplified.

Get all the facts on "Stan-Pac" radio . . . the only railroad radio that offers transistorized voltage regulation and a completely transistorized power supply and audio output. Write today.

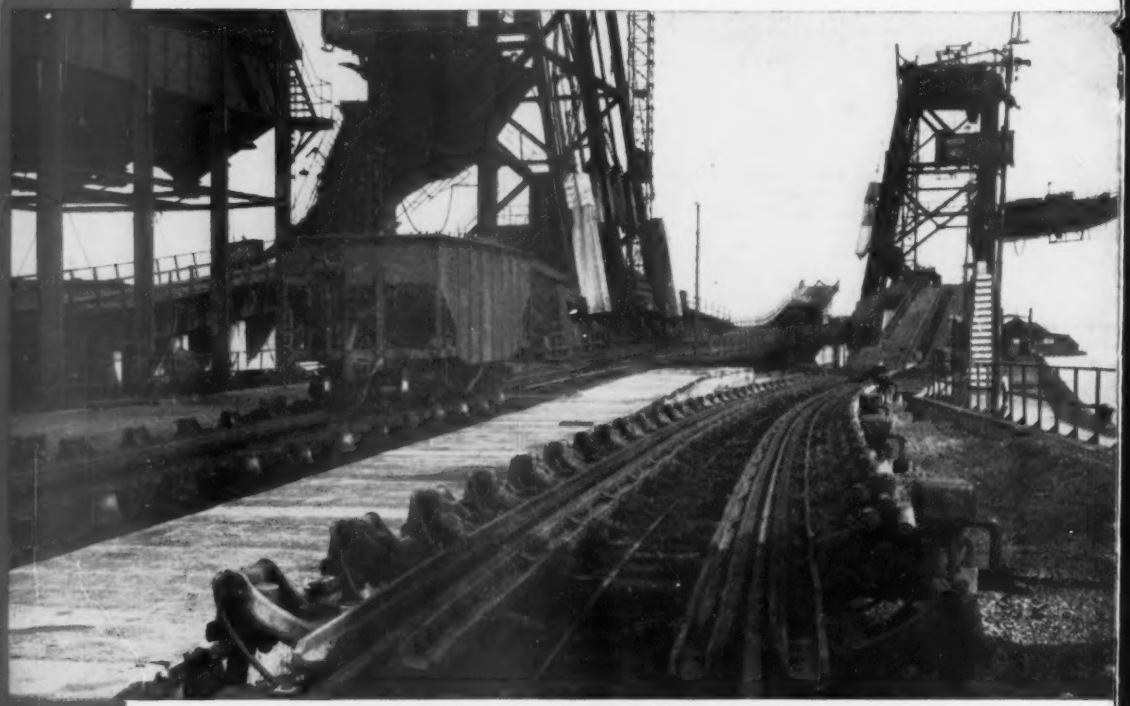
MOTOROLA RAILROAD RADIO

Motorola Communications & Electronics, Inc. • A SUBSIDIARY OF MOTOROLA, INC. • 4501 Augusta Blvd., Chicago 51, Ill.



How the new UNION car-retarder system works — Pier 18 has two coal dumping systems and both use the same empty yard. Following through the operation of the North dumper, a loaded coal car leaves the North thawing house, rolls down an incline to retarder No. 1 where its exit speed is reduced, so that when the car rolls on to the "barney" pit, it is stopped by inert retarder No. 4. A "barney" then pushes the car up the slope to the dumper where it is stopped by retarder No. 5. Coal is then dumped into a barge. The next full car pushes the empty car off the dumper. It goes by gravity through a kickback and spring-switch combination for return through retarder No. 2 to the empty yard.

Controls for the power retarders and switches are incorporated in a control machine housed in a new tower building. One operator in this tower surveys the operation and operates the control machine. He has loudspeaker communication with the thawing sheds, the control cabins on the dumpers, and the yard office.



General view of North and South dumpers showing No. 2 and 3 retarders in foreground. Car entering retarder is going to the empty yard.

Fast, low-cost coal handling results from Automation at Pier 18

The Central Railroad of New Jersey recently modernized its coal dumping facilities at Pier 18, Jersey City, N. J. Now, one man sits in a tower, flicks a few levers, and controls loaded coal cars rolling by gravity to the dumpers and empty cars moving from the dumper to the empty yard. Formerly, this job required a crew of car riders and was a costly and hazardous operation.

Now, the job is handled quickly, safely and economically through a system of UNION Electro-Pneumatic Car Retarders. Operating costs have been greatly reduced, and coal is promptly loaded for shipment by barge to New York and New England areas.

What is your materials handling problem? If it involves many carloads of coal, ore or other products, let us show you what can be done with automatic car-retarder systems to increase efficiency and reduce costs. Write for information.

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Week at a Glance

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OUR EXPANDING ECONOMY IS ROLLING LIKE THE "LIMITED"...IN ROLLER BEARING FREIGHT CARS!

Next time a freight train thunders by, be thankful that it's there! Without the ceaseless rumble of steel wheels on steel rails . . . feeding raw materials to our factories and finished products to our markets . . . America's lifeblood would soon stop flowing.

To help speed the tempo of these wheels and the growth of our national economy, American railroads have spent 12 *billion* dollars since World War II on equipment modernization.

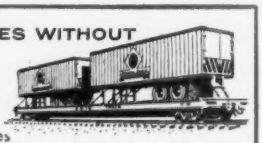
Today, to take full advantage of all the time-saving improvements already made, our railroads are equipping more and more freight cars with *roller bearings* which overcome a major remaining deterrent to faster freight: the recurring hotbox.

HYATT Hy-Roll Bearings on thousands of freight cars in all kinds of service are proving by daily performance that they can eliminate hotbox delays . . . reduce replacement, lubricating and inspection costs . . . and increase the earning power of cars. That's why every new car equipped with HYATT Hy-Rolls helps *all* railroads . . . and through them, helps *you*. Hyatt Bearings Division, General Motors Corporation, Harrison, New Jersey.

Another GM GENERAL MOTORS contribution to railroad progress

OVER 4,000,000 CAR MILES WITHOUT A SINGLE HOTBOX

Since January, 1955, 25 ERIE Piggy-Back Cars Have Totalled More Than 4,000,000 Car Miles On Hyatt Hy-Rolls Without A Bearing Failure of Any Kind!



1908–1958 GM FORWARD FROM FIFTY

HYATT HY-ROLL BEARINGS

FOR NON-STOP FREIGHT

Week at a Glance CONT.

Current Statistics

Operating revenues, eleven months	
1957	$9,666,631,198
1956	9,674,662,959
Operating expenses, eleven months	
1957	$7,543,886,467
1956	7,413,175,457
Taxes, eleven months	
1957	$1,011,020,756
1956	1,046,585,941
Net railway operating income, eleven months	
1957	$863,352,199
1956	984,434,802
Net income estimated, eleven months	
1957	$661,000,000
1956	784,000,000
Average price 20 railroad stocks	
January 21, 1958	70.00
January 22, 1957	93.48
Carloadings revenue freight	
Two weeks, 1958	1,041,193
Two weeks, 1957	1,241,967
Average daily freight car surplus	
Wk. ended Jan. 18, 1958	116,206
Wk. ended Jan. 19, 1957	14,027
Average daily freight car shortage	
Wk. ended Jan. 18, 1958	41
Wk. ended Jan. 19, 1957	1,977
Freight cars on order	
January 1, 1958	55,941
January 1, 1957	117,257
Freight cars delivered	
Twelve months, 1957	99,290
Twelve months, 1956	67,080

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Court decision on the Milwaukee commuter case. Let's change the law. Railroads simply should not have to continue services that can't or won't pay their way.

Short and Significant

'Talgo' goes to Boston . . .

The Boston & Maine has received its lightweight "Talgo" train from American Car & Foundry. The unit departed from Berwick, Pa., behind its own Fairbanks-Morse locomotive. After mechanical tests are completed about February 1, the new train —which will not be named—will be tried on various commuter runs in the Boston area. It will get a permanent assignment when the B&M determines which run will make it available to the greatest number of people.

Court upholds ICC order on SI . . .

A three-man federal court in Minneapolis has affirmed an ICC order awarding sole control of the Spokane International to the Union Pacific. Great Northern and Northern Pacific, opposing the deal, could appeal to the U.S. Supreme Court. At present the UP-SI transaction is under an injunction issued in New York, pending trial on a suit by SI stockholders seeking to halt the purchase.

113 manufacturers will have exhibits . . .

at the 37th National Railway Appliances Association exhibition March 10-13 at the Coliseum in Chicago. The NRAA display will be in progress during the annual meeting of the American Railway Engineering Association. Latter opens March 11 at the Hotel Sherman.

Air travel will increase . . .

when new planes now on order go into service. That's what American Airlines' President C. R. Smith recently told the New York Society of Security Analysts. His reason: The new planes will carry people faster, with less noise-vibration fatigue, and the proposed fare increase of 15% is "modest" compared with increases by other forms of transportation.

February 1 is target date . . .

for consolidation of the Burlington's "Nebraska Zephyr" and "Coloradoan" between Chicago and Omaha. Only commission authorization needed—from Illinois—has been received. Annual savings from consolidation are estimated at $282,000.

Three-way piggyback interchange . . .

is contemplated for new $20 million development at Chicago's Lake Calumet port. Discussion, it is reported, involves interchange among rails, highway and waterway carriers, using both trailers and containers.

TAA Speakers Probe RR Problems

Move toward acceptance of agreed charges is seen by Roddewig. Railroads can regain traffic through use of specialized equipment, he tells the association's annual meeting. Appraisal of railroad labor rules is called for.

Railroad industry ailments got a thorough airing at the Transportation Association of America annual meeting. Consensus of TAA speakers: strong medicine is needed if railroads are to regain good health.

There were definite notes of optimism during the association's Chicago meeting. Clair M. Roddewig prophesied some future for stabilization of rail traffic through use of agreed charges. It's his view the railroad industry is probably moving toward acceptance of the principle of agreed rates.

Mr. Roddewig, president of the Association of Western Railways, also foresaw possibilities in the use of specialized equipment. The trend is toward it, he pointed out—and there's "no question but that railroads can regain traffic" through use of such equipment.

James F. Haley, vice-president, traffic and transportation department of Koppers Company, and president of the National Defense Transportation Association, supported partnership arrangements for special cars. His position: it's unfair for industry to ask a common carrier to invest in such cars and then fail to make maximum use of the equipment. When the shipper has an actual stake in the cars, he indicated, there'll be real efforts to maintain full utilization.

Speakers representing investors, farmers and industry all had suggestions to improve the rail situation. Some of the remedies prescribed:

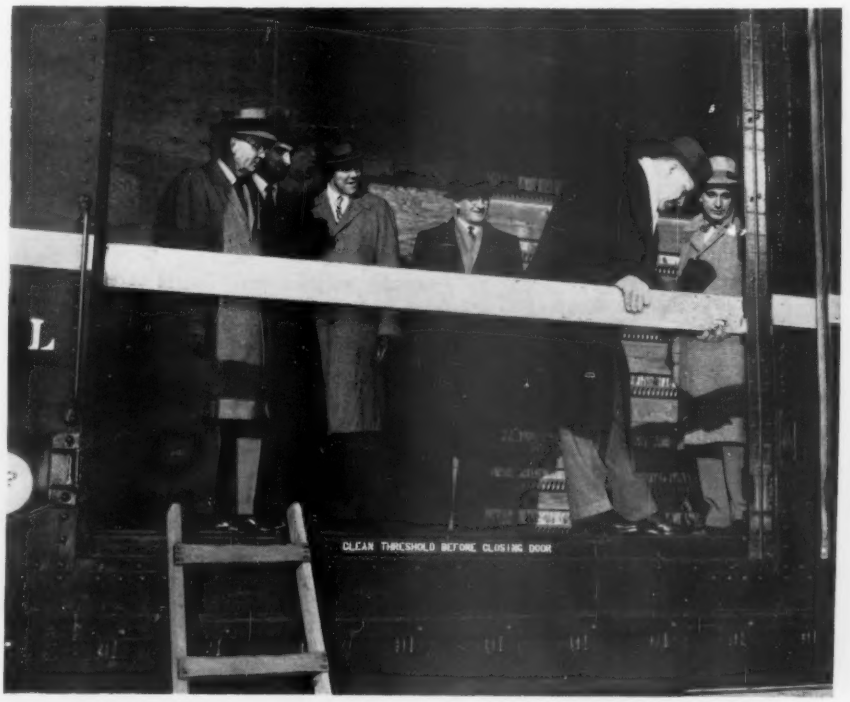
- Full appraisal of railway labor rules and regulations, followed by determined action to secure more efficient use of manpower.
- More, rather than less. rate competition.
- Cutbacks in unprofitable operations, to the extent warranted by public interest.
- Close cooperation among all segments of the transportation industry.
- Improved service by railroads.
- Regulation to preserve competition and protect the public interest, rather than to protect high-cost operators.

Railway labor entered the discussion in both a present and a future sense.

Charles B. Shuman, president of the American Farm Bureau Federation, called wasteful labor practices "very basic. . . [warranting] the immediate attention of the entire industry." He called for a comprehensive study of present rules and regulations, "followed by determined action." The bureau, he added, is ready to support such a program.

Labor's role in the railroad future was touched upon by E. F. Hamm, Jr., president of Traffic Service Corporation.

No one in his right mind has agitated, in recent years, for government ownership and operation of railroads, Mr. Hamm said. Also, rail labor leaders have declared themselves at various times as opposed to government ownership. This, however, should not delude anyone into believing that when labor leaders become alarmed over declining union membership caused by consolidations or abandonments, they will not try to persuade Congress to look to government ownership as the answer. "The distaste for government ownership which union chiefs express in normal



NP Campaigns to Cut Dunnage and Damage Costs

Completion of 50 specially outfitted refrigerator-type cars has been announced by the Northern Pacific. The cars are equipped with loading devices which lock lading in place and reduce dunnage costs and damage to merchandise during transit. Forty-eight of the cars carry damage-free loading equipment made by the Evans Products Company. Two cars have similar equipment recently introduced by the Sparton Corporation and the Pacific Car & Foundry Co. Performance of the three types of loaders is being checked as a prelude to future installations. NP operating and traffic officers are shown inspecting one of the new cars.

times may disappear easily in an emergency," Mr. Hamm declared.

William W. Wolbach, vice-president, Boston Safe Deposit & Trust Co., told the meeting that regulation was intended to protect against monopoly. Since there is no monopoly today, he asked, why inflict transportation with more than fringe regulations?

Investors, Mr. Wolbach commented, give most segments of the transportation industry a fairly low rating. Investors are not against regulated industries as such, but they "do object to unreasonable delays and seemingly indifferent attitudes toward the necessity for rate relief, when it seems obviously indicated." Furthermore, he charged, the feeling persists in financial circles that the position of the investor is virtually overlooked by regulatory commissions at both federal and local levels, with greater attention given to the attitude of users, labor, politicians and even competitors.

Mr. Shuman warned that the Farm Bureau will "strongly oppose any proposal to restrict the [agricultural] exemption to transportation to the primary market or to narrow substantially the exemption as now interpreted."

Bureau policy on subsidies, Mr. Shuman declared, is that such arrangements are not in the best interest of the public and should be terminated. Trucks, he said, should bear their appropriate share of maintaining highways. Airlines and water transportation companies can and should be on a self-supporting basis.

The bureau is convinced the railroad industry will make a "serious mistake" if it goes to government for "special assistance." This assistance, he said, would include a federally financed freight car pool.

The AFBF president was not the only speaker to frown on the Symes Plan for rolling stock acquisition. Other speakers described the proposal as a "crutch to keep a sick patient alive," a poor substitute for adequate earnings and credit.

NDTA President Haley offered a pair of alternative suggestions:

- Provision for government guarantee of credit; or
- If the Symes plan were adopted as proposed, machinery could be set up for a period of publicity after carrier application, during which hidden private credit could expose itself.

TAA directors approved three resolutions during the meeting—two directly related to the railroad situation. The first reaffirmed a TAA recommendation that Congress be asked to give the ICC power to authorize abandonments in intrastate service. Such action would involve unprofitable operations which act as a burden on interstate commerce. The ICC would be brought into the picture upon appeal from adverse state decisions, or where state authorities "unduly" delay decisions.

The second rail resolution was another reaffirmation of a previous TAA position. It is aimed at speeding action on intrastate rate increases following the granting of interstate boosts.

Watching Washington *with Walter Taft*

- **RAILROADS HAVE WON** the first round in their fight for tax relief. Their plea for elimination of the write-off for past accrued depreciation has been heeded. The House Ways and Means Committee agreed to add the eliminator to a bill now on its way through Congress.

- **EFFECT** would be to increase the base for figuring depreciation charges on fixed property. That would raise current depreciation charges and thus cut income taxes.

- **THE WRITE-OFF,** amounting to 30%, was made some 15 years ago. It was a bad bargain which most roads entered with the Treasury when they converted from retirement accounting to depreciation accounting for fixed property. Some roads, however, took the matter to court and got favorable decisions. These made the Treasury willing to forego the write-off as to the future.

- **SOME DISCOUNT** of the 30% would be involved. That's because pre-1913 depreciation would remain deducted, and the write-back would not apply to property of the 1913-1943 period which has already been retired. Net write-back would thus be somewhat less than 30%—perhaps between 20 and 25%.

- **BRIEF INTERLUDE** is the way President Eisenhower views the business recession. His economic report told Congress of grounds for expecting that the decline need not be prolonged, and that "growth can be resumed without extended interruption." The President promised that government policies will be directed to assure this result.

- **CRITICAL QUESTIONS** for business and labor were also pointed up in the message. Management was advised that undue price increases could be "self-defeating by causing a restriction of markets." Labor leaders were told how the economy can be slowed by wage increases "that go beyond overall productivity gains."

- **CHECK-UP ON ICC** and other like commissions was scheduled to reach the public-hearing stage this week. Checker is the Subcommittee on Legislative Oversight of the House Committee on Interstate and Foreign Commerce. Its job is to see whether the commissions have been functioning as intended by Congress, whose agents they are supposed to be. Subcommittee Chairman is Representative Moulder of Missouri.

C&EI Consolidates Two Passenger Schedules

Passenger service on the Chicago & Eastern Illinois took another cut this week. The Chicago-Atlanta "Georgian" and Chicago-New Orleans "Humming Bird" were combined into one train beginning January 26.

The trains will be operated as a unit between Chicago and Evansville, Ind. South of Evansville, on the Louisville & Nashville, they'll continue as separate schedules. Reserved coach seats, heretofore available only on the "Georgian," are now available on both trains.

As part of its timetable change, the C&EI also advanced the departures of its Chicago-southern Illinois "Meadowlark" by 25 minutes southbound and 2 hours 15 minutes northbound.

IC Readies Space For IBM 'Brain'

The Illinois Central is getting a proper home ready for its "electrical brain." The road's directors have authorized remodeling a floor of the accounting building on Chicago's south side to accommodate an IBM 705 data processing machine.

The "brain"itself was ordered last year and is scheduled for delivery next September. Cost of the remodeling will be about $250,000.

The 705 will be installed in a soundproofed room. Additional space will be available for storage of magnetic tapes and for IBM service engineers.

Constructive Action Is Needed Now, Says Senator Smathers

Calls for new attitude to halt destruction of a vital part of the transportation system and the downward trend of the nation's economy. First phase of Senate hearing on railroad situation ends; resumption set for next month.

GOVERNMENT TRANSPORT POLICIES are the direct source of many of the railroads' most vexing problems, Daniel P. Loomis told the Senate subcommittee. Mr. Loomis, president of the AAR, is shown testifying at the opening session of the hearing on the "deteriorating railroad situation."

Railroads have convinced the chairman of the Senate's Surface Transportation Subcommittee that "the time for constructive action is now."

That's what Senator Smathers of Florida said January 17 as his subcommittee concluded the first phase of its public hearings on "the deteriorating railroad situation and its effect on the national transportation picture." He did not specify what constructive action he might favor.

The senator said that "all of us in and out of the transportation field must raise our sights and develop a new attitude—a spirit of objectivity and selflessness—if we are to stop the destruction of a vital part of the transportation system and the downward trend of our nation's economy."

The Smathers statement came after the comprehensive railroad presentation had been made by some 25 top executives. The chairman complimented the witnesses, calling them men of high caliber and ability who know what they are talking about.

Next phase of the hearings will be held in February. Among those invited to appear then are the postmaster general, secretary of commerce, Interstate Commerce Commission, Department of Defense and representatives of railway labor organizations.

Like those whose testimony was reported in last week's issue, the railroad presidents appearing at later sessions joined in the appeal for enactment of the industry's legislative program. Some also had additional proposals of particular interest to their roads.

Differences of opinion on the additional proposals were brought out in questioning by committee members. That was the case with respect to the Symes plan (backed by eastern roads generally) which proposes creation of a federal agency to acquire locomotives and cars and lease them to railroads.

Most emphatic opposition was registered by Santa Fe President Ernest S. Marsh, who was questioned by Senator Lausche of Ohio. Mr. Marsh said he was not in favor of the plan. He doesn't agree with the principle of it or the arithmetic. He called the plan a high-cost plan, adding that his opposition was also to any such idea of "putting the government in business."

Senator Lausche directed like questions to President Howard Simpson of the Baltimore & Ohio. Noting that his road was a supporter of the plan, Mr. Simpson agreed with the senator's suggestion that the plan might be a first step toward subsidy. He insisted, however, that the plan should be appraised in its setting—the railroads' need for equipment at a time when few were interested in financing it, and the few wanted high rates.

The B&O president emphasized that there was no thought of subsidy in the minds of the plan's framers. Their idea, he said, was to leave the government without a loss, or even with a profit. The setting has changed a bit recently as the market for equipment trust certificates has improved, Mr. Simpson also noted.

More subsidy talk came in the statement of President George Alpert of the New Haven. He advocated aid to maintain com-

RAILROAD PRESIDENTS were out in force to testify at the hearing before the Surface Transportation Subcommittee of the Senate's Interstate and Foreign Commerce Committee. Left to right, above, are: H. C. Murphy, Burlington Lines; Patrick B. McGinnis, Boston & Maine; Walter J. Tuohy, Chesapeake & Ohio; J. M. Symes, Pennsylvania; W. T. Rice, Atlantic Coast Line; Harry A. DeButts, Southern; Arthur K. Atkinson, Wabash; A. E. Perlman, New York Central; Wayne A. Johnston, Illinois Central; Mr. Loomis, AAR; and Robert S. Macfarlane, Northern Pacific.

RAILROAD OBJECTIVES are discussed (above, left), with Senator Warren G. Magnuson, chairman of the Senate Interstate and Foreign Commerce Committee. Seated, left to right, are Senator Magnuson and Mr. Loomis. Behind them, in the same order, are E. S. Marsh, Santa Fe president; Russell L. Dearmont, president of the Missouri Pacific; Mr. DeButts of the Southern; and John W. Smith, Seaboard Air Line president. Photograph at right shows Mr. Loomis (center), conferring with Senator A. F. Schoeppel (left), and Senator George A. Smathers.

muter services. One form of such aid, he said, could be use of a small part of federal highway funds to help solve the urban traffic problem. "Planners," he explained, "have failed to take into account that a double-track railroad can transport more people into a city than a four-lane highway. And there's no automobile to park when they get there."

Senator Lausche asked President Simpson of the B&O about the Albert proposal. Mr. Simpson said the B&O had no serious commuter-service problem, and has given no consideration to the subsidy idea for its other passenger operations.

In their direct presentations, Messrs. Simpson and Marsh supported the industry's general program, as outlined at the hearing's opening session by President D. P. Loomis of the AAR. Thus they called for rate-making freedom and freedom to operate other modes of transport; repeal of the excise taxes on amounts paid for for-hire transportation; imposition of user charges on publicly provided transport facilities; a tighter Interstate Commerce Act definition of private carriage, limiting the scope of the act's agricultural exemptions; power for the ICC to override state authorities in train-abandonment cases, and more depreciation arrangements for railroad property.

Meanwhile, the subcommittee had heard a like presentation from W. Thomas Rice, president of the Atlantic Coast Line. Mr. Rice complained about the way the Post Office Department has been treating railroads. His complaint referred to diversion of mail to trucks and air lines, and the expectation that railroad service will remain available on a stand-by basis.

In the latter connection Mr. Rice said that, in December 1956, inclement weather grounded most air lines on the East Coast for several days, and they could not carry on the three-cent-mail-by-air experiment. He added: "Without advance notice

(Continued on page 36)

Railway Progress Institute Backs the Railroads

The program which the railroad industry presented to the Senate's Surface Transportation Subcommittee won staunch support from the Railway Progress Institute.

RPI's chairman, Arthur Williams, who is also president of Standard Railway Equipment Manufacturing Company, filed a statement with the subcommittee and appeared at its hearings. RPI, he said, believes the railroad proposals will go a long way toward permitting the carriers to manage their own affairs in accord with the American tradition, and to compete on an equal footing with other forms of transportation.

"The security of almost two million workers is dependent to a large degree on the remedial action you take," Mr. Williams told the subcommittee. He documented his plea with case histories which showed that when railway carloadings dropped and railway purchasing was curtailed in 1954, supply manufacturers were forced to cut their labor forces by 50 to 70%, compared with a reduction in railway labor of only 11%.

"You have listened to many of the nation's top railway executives," he added. "They have, without exception, painted a disturbing picture of 'the deteriorating railroad situation.' If this situation does not improve; if your committee and the Congress do not come forward quickly with *remedial* measures to insure its improvement, railroads will have no alternative but to cut their purchases to the bone, postpone every hoped-for addition and improvement, and defer as much maintenance and repair work as safety permits.

"As you have heard from the railway witnesses here this week, this is happening . . . right now! We already have had a sharp drop in purchase orders. Perhaps we face even the cancellation or postponement of orders now on suppliers' books. The effect on the economy of our country is bound to be immediate and great.

"Here then is the fuel for a nation-wide slow-down. What we are considering therefore is not only the fate of one great industry (the railroads) but the economic future of hundreds of cities and towns throughout the nation . . . the problem of periodic unemployment, cyclical loss of local payrolls and all the other adverse effects of a feast and famine element in our economy."

M&StL Starts Iowa Station Pair-up

Dualizing program wins backing of State Commerce Commission; Telegraphers go along with combined-station plan in 10 small towns

More than a year ago, the Minneapolis & St. Louis set out to obtain relief on a common railroad problem—agency stations in small communities which no longer handle a volume of business sufficient to warrant full agency service.

The project has been a three-way affair, involving the railroad, the Iowa State Commerce Commission and the Order of Railroad Telegraphers, whose members' jobs would be affected.

The results to date: agreements for "dualization" of 10 stations and permission to discontinue agency service at six others. In only one case—that of Steamboat Rock, population 295—did the state commission hold up approval of an M&StL petition.

The railroad's case—and the commission's decisions—were based more on public use of the facilities than on the financial data involved. Actually, in many cases, figures introduced showed the stations returning assigned revenues in excess of assigned expenses for both 1955 and 1956.

M&StL, however, contended that less than four hours of the agent's time is used by the public on railroad business and, therefore, continuation of full time agency service would result in an unjustified expense. Dualized service—in which one agent would divide his work-day between two stations—would satisfactorily meet shipper needs, the carrier held.

The commission, noting the dualization proposal as "new and unique," agreed.

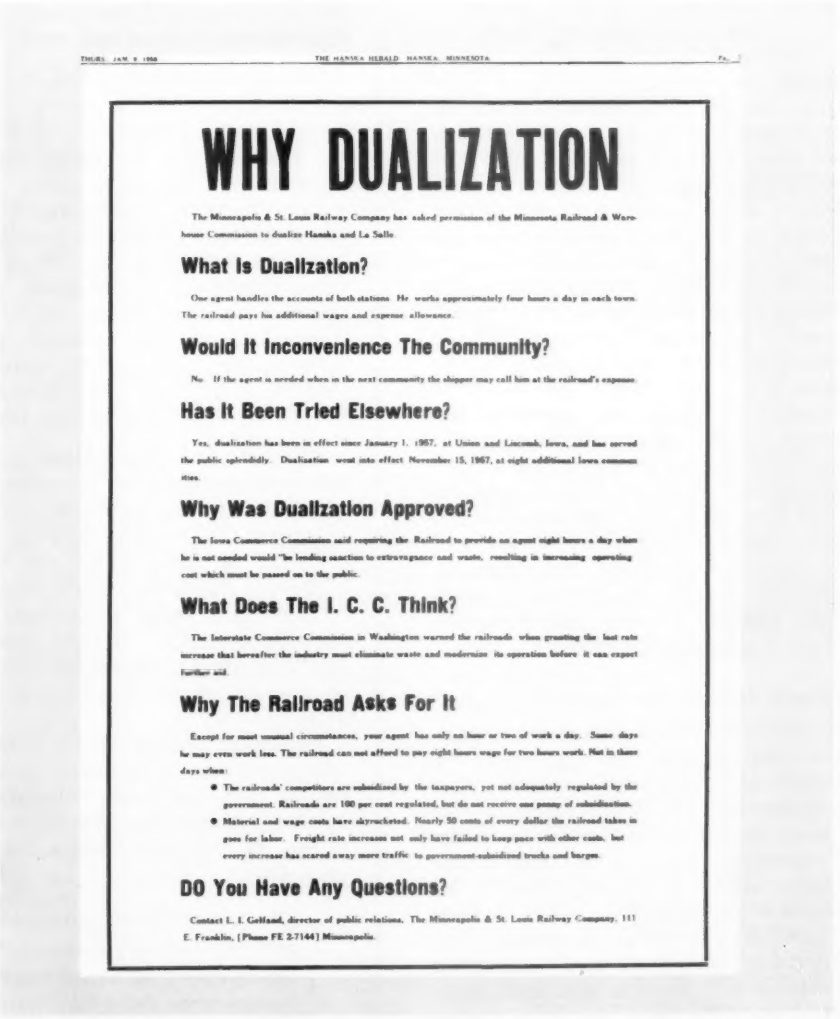
In its majority opinions in the cases, the state board pointed out that "the commission must look to the evidence in each case to determine whether public convenience and necessity require full time agency service. The need, or lack of it, for agency service cannot be established on the basis of revenues alone. If such were to be the controlling factor, the commission would not need to conduct public hearings and extract testimony as the financial statements of the railroad submitted to the commission prior to the hearing would determine the ultimate decision."

"To permit the continuance of this service to communities not fully utilizing it," the commission concluded, "would be lending sanction and approval of extravagance and waste, resulting in increased operating cost which ultimately must be passed on to the general public in the form of increased rates."

In most cases, the commission authorized the M&StL to substitute custodian service for agency service, with dualization acceptable provided the railroad and the ORT could reach agreement within 30 days after issuance of the commission order.

Chronologically, the carrier's first dualization took effect last January 1, after the ORT agreed on one-man combined service for Union and Liscomb, Iowa. Subsequently, the carrier moved to close 11 other stations and, during commission hearings, agreed to five other dualizations.

After the ICC decision was handed down in September, M&StL and the ORT went into conference again and came out with four more dualization agreements—Gilman and Newburg, Hedrick and Packwood, Alexander and Latimer, New Sharon and Searsboro. According to the railroad, the ORT refused to approve three other dualization proposals and the carrier used its ICC authority to close five of the six stations involved—Mallard, Plover, Wayland, Olds and Albion. The labor or-



THURS. JAN. 9 1958 THE HANSKA HERALD HANSKA, MINNESOTA Pg. 1

WHY DUALIZATION

The Minneapolis & St. Louis Railway Company has asked permission of the Minnesota Railroad & Warehouse Commission to dualize Hanska and La Salle.

What Is Dualization?

One agent handles the accounts of both stations. He works approximately four hours a day in each town. The railroad pays his additional wages and expense allowance.

Would It Inconvenience The Community?

No. If the agent is needed when in the next community the shipper may call him at the railroad's expense.

Has It Been Tried Elsewhere?

Yes, dualization has been in effect since January 1, 1957, at Union and Liscomb, Iowa, and has served the public splendidly. Dualization went into effect November 15, 1957, at eight additional Iowa communities.

Why Was Dualization Approved?

The Iowa Commerce Commission said requiring the Railroad to provide an agent eight hours a day when he is not needed would "be lending sanction to extravagance and waste, resulting in increasing operating cost which must be passed on to the public.

What Does The I. C. C. Think?

The Interstate Commerce Commission in Washington warned the railroads when granting the last rate increase that hereafter the industry must eliminate waste and modernize its operation before it can expect further aid.

Why The Railroad Asks For It

Except for most unusual circumstances, your agent has only an hour or two of work a day. Some days he may even work less. The railroad can not afford to pay eight hours wage for two hours work. Not in these days when:

- The railroads' competitors are subsidized by the taxpayers, yet not adequately regulated by the government. Railroads are 100 per cent regulated, but do not receive one penny of subsidization.
- Material and wage costs have skyrocketed. Nearly 50 cents of every dollar the railroad takes in goes for labor. Freight rate increases not only have failed to keep pace with other costs, but every increase has scared away more traffic to government-subsidized trucks and barges.

DO You Have Any Questions?

Contact L. I. Gelfand, director of public relations, The Minneapolis & St. Louis Railway Company, 111 E. Franklin, [Phone FE 2-7144] Minneapolis.

PUBLIC SUPPORT is sought by M&StL through newspaper ads like this.

ganization's refusal to agree on the last three dualizations, M&StL noted, cost five jobs, whereas dualization would have eliminated only three.

From a population standpoint, the Iowa towns involved in the M&StL program range from Dillon (where the road got close-up permission without proposing to dualize) with a population of 50, to New Sharon, population 1,089. Dillon and Searsboro both showed losses for 1956 on an assigned revenue-expense basis; while many of the other locations posted revenues over expenses—Mallard, for example, with assigned revenues of $21,030 and expenses of $5,037, and Olds, with revenues of $17,564 and expenses of $5,-118.

Might Work for Other Roads

In the Steamboat Rock case, revenues scored only a slight margin over expenses, but the commission, noting a half-mile separation of town and station and hearing that "truck service is claimed to be poor," ordered a delay until December 31 to permit development of additional data on revenue, expense and volume of business.

In view of the M&StL's success in combating the perplexing small station problem and the Iowa commission's apparent willingness to consider the cases on a basis of convenience and necessity (rather than on that factor and revenues or on revenues alone), it was considered not unlikely that other carriers might take the same approach toward solution.

Chicago & North Western recently petitioned for permission to set up a "central agency" service plan in South Dakota and Minnesota or to close a number of stations if a "central agency" plan cannot be worked out. M&StL itself opened a campaign for dualization in Minnesota with proposals filed for pairing off 22 stations—Hazel Run and Hanley Falls, Wood Lake and Echo, Delhi and Redwood, Franklin and Fairfax, Arlington and Green Isle, Victoria and Excelsior, Lafayette and Klossner, Hanska and LaSalle, St. James and Ormsby, Kilkenny and Waterville, New Richland and Hartland.

Public Interest Paramount

As the Iowa Commission noted, its powers give authority covering broadly "a multitude of transportation problems. It is similarly obvious that such orders must be based on 'the public interest' or 'public convenience and necessity,' that is, the public interest of the state or public interest of the people of the state. This body may order full time agency service at any station if such is in the public interest, but we have no authority to order applicant to make available one or two or any number of employees to provide such service."

Russian RRs Rate U.S. Respect

The American railroadman, by and large, is a pretty provincial fellow. He is apt to have the impression that railroads outside North America are all "dinky". His mental image of a non-American railroad is, probably, an Emett locomotive haphazardly hauling four-wheel goods wagons over light roadway.

It might surprise him to know—as it did us—that even in remote Russia, freight traffic density per mile of road is about 279% greater than the average for the United States. And you don't do that kind of railroading Toonerville Trolley-style. Consider even a stretch of the Trans-Siberian line, 2,000 miles east of Moscow and well behind the Urals. In 1950, its freight traffic density was estimated to exceed 27 million short ton-miles per mile of road.

Holland Hunter reports these facts and a myriad of others in his book "Soviet Transportation Policy" just published by Harvard University Press. Mr. Hunter is associate professor of economics at Haverford College, and a former research fellow at Harvard's Russian Research Center. His book, probably the first comprehensive account of Soviet transportation planning, is a scholarly work, presenting more behind-the-Iron-Curtain statistics than are commonly thought to be available. The author acknowledges that data is difficult to come by and not always precise or reliable. The text is, however, documented to the fullest extent possible by extensive reference notes and tabular appendices.

The significance of what Professor Hunter has written is not that the Russians have achieved so much with their railroads in the last 30 years. More striking is the implication that they recognize the railroads as the prime mover for commerce in an industrial economy.

For the same reason that the Quebec, North Shore & Labrador was built as a conventional railroad, when it could just as well have been constructed from scratch as a super-highway, conveyor belt, slush pipeline, or even made an airlift operation, the USSR rates railroads number one in its integrated transportation planning. Mr. Hunter shows, for example, that rail tons originated on Soviet lines, using 1928 as 100, were 379 in 1940, 811 in 1955, and are planned at 1,173 in 1960. Average carloadings per day in 1928 were 24,007. In 1955 they totaled 169,400. The target for 1960 is 221,500.

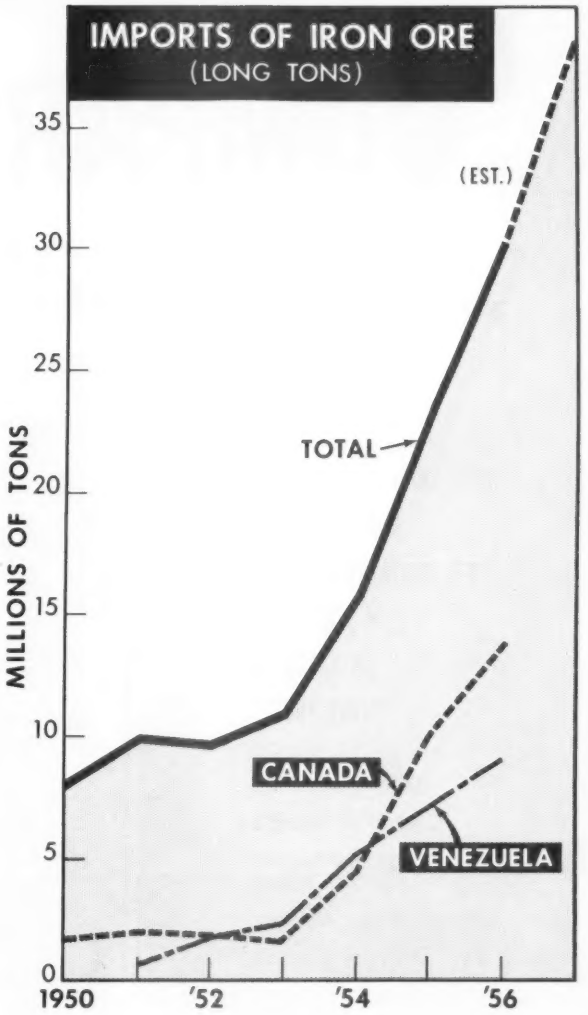
Miles of road in operation, at 47,775 in 1928, were 75,004 in 1955, and will increase, in accordance with Soviet plans, to 79,038 by 1960. That's 4,034 miles of brand new line. Miles of line electrified—at zero in 1928—were 3,326 in 1955, and will nearly treble to 8,388 by 1960. In 1955, 14.5% of motive power was diesel or electric. Extensive dieselization and addition of 5,062 miles of electrification by 1960 is expected to increase this percentage to 45. Production of steam power was to have ceased in 1957. All other indices grow correspondingly, especially Kremlin plans for capital expenditures on refinement and development of its railroads in the years immediately ahead.

Professor Hunter spent June 1957 in the USSR where Russian transportation economists looked over his work. Criticisms were mostly that his book compared 1925-1955 performance, U.S. vs. Russia, whereas the Soviets said they look more at the present and to the future. They see a far more favorable comparison than is presented.

"The present [Soviet] system with all its differences from accepted American practice, is already a remarkably effective one. Hence the indicated conclusion should be one of respect rather than complacency." From "Soviet Transportation Policy," by Holland Hunter. 416 pp. $8.50. Harvard University Press, Cambridge, Mass.

RRs Reshape Ports in Ore Import Scramble

- Blast furnaces were gobbling up iron ore with increasing hunger.
- Open-pit reserves in Minnesota were dwindling, especially in high-grade ore.
- The steel industry needed new sources for large-scale production — and found important deposits in South America, Labrador and Liberia.
- Stakes for the railroads were high: The ore has to be moved inland from the ocean ports. Not only to the Pennsylvania steel territory but in growing quantities to Buffalo, Johnstown, Cleveland and the Canton and Massillon Valleys.
- Soaring tonnage of ore imports was up from 2.4 million in 1939 to 30.4 million in 1956. And the demand increases, with import requirements for 1960 and 1970 estimated at 45 million and 68 million tons.



How the Railroads Met the Challenge

In 1948, there were no modern facilities adequate for the quantities of ore to be imported. But believing that the railroads which would provide the necessary installations would get the business, several roads swung into action.

First establishing what the steel companies would consider important for the most efficient transfer of ore from ships to rail cars, they set out to locate ore docks where they would involve rail hauls of acceptable length and impose minimum delays on the ocean ships. They also moved to provide good weighing setups, adequate car supply, sufficient space for ground storage, and pier work forces able to give satisfactory service. Here's the way the railroads built for business:

THE BALTIMORE & OHIO . . .
put the first modern ore pier in service on the eastern seaboard. Its $5 million pier at Curtis Bay, Baltimore, started operations in May 1951. It handles vessels carrying 22,000 to 40,000 tons of ore from Labrador, Venezuela and Liberia. The facility has two unloading towers, each with a 20-ton capacity bucket. Ore can be removed from a ship, accurately weighed, and placed in railroad cars at the rate of 1,165 net tons an hour. A 39-foot water depth and 30,000-ton storage area are provided.

THE PENNSYLVANIA . . .
opened its $10¼ million import-ore facility at Philadelphia in March 1954. This pier has two unloading towers, each capable of handling 1,400 tons an hour. Two ships can be unloaded simultaneously, with their cargoes kept apart, weighed, and loaded into cars on separate tracks. The road spent about $500,000 to deepen the Delaware river for deep-draft ships. This installation has been expanded twice since its opening and represents a $12 million PRR investment. It now has four man-trolley type unloaders, giving it a capacity of 6,000 tons an hour and making it the largest railroad-owned pier on the Atlantic coast.

THE WESTERN MARYLAND . . .
also revamped its ore pier at Port Covington, Baltimore, completing this work late in 1954. This facility now has three electric ore-unloading towers with a rated capacity of 3,000 tons an hour. Its three cranes make it possible to unload from three ships at a time.

THE CHESAPEAKE & OHIO . . .
put in its bid for the ore imports by constructing a modern $8.2 million ore-unloading pier at Newport News, Va. Put into operation late in 1957, this facility has three 18-ton unloading towers, each capable of handling 1,440 tons an hour. They

(*Continued on page 18*)

Performance Proof No. 114

COMPARTMENTIZER ...cuts load-unload time

THESE SHIPPER-CONSCIOUS RAILROADS HAVE P-S COMPARTMENTIZERS IN SERVICE OR ON ORDER TO SERVE YOU...

Baltimore & Ohio
Central of Georgia
Chicago, Burlington & Quincy
Chicago Great Western
Fruit Growers Express
Great Northern
Merchants Despatch Transportation
Milwaukee Road
Minneapolis & St. Louis
New York Central
Northern Pacific
Pennsylvania
Seaboard Air Line
Southern Pacific
St. Louis Southwestern
Texas & Pacific
Western Pacific

Hubbard and Company found the easy, simple operation of the P-S Compartmentizer made their loading operations faster, more economical than ever before. During loading, these Compartmentizer gates stand flat against the side wall—don't interfere with workmen or loading vehicles. When lading is in position, the job of securing it for movement is just a matter of closing and locking the gates against the load face. No loose equipment to replace—no guesswork about adequate protection.

Safeguards mixed load by 4 hours!

Hubbard and Company, manufacturer of Pole Line Hardware, prefers Compartmentizer cars for all carload shipments.

Secure, economical handling of a mixed load such as this one is a challenging job. Compartmentizer-equipped Southern Pacific box car (No. 695089) was loaded with loose parts such as mast arms, ground rods, anchors and steel ladders along with wire-bound crates and fibre-board cartons. It moved over three roads: The Belt Railway of Chicago, C.&E.I. and The Cotton Belt.

Hubbard and Company found no need for the costly, extra effort of car preparation. Merchandise is simply moved into the car and stowed . . . no jumble of special parts clutter the car. Compartmentizer Gates are moved up to the load face, swung closed and locked securely in position. It's that easy! Loading is fast, easy and economical.

Merchandise reaches your consignee in top condition. And his job is easier, too. He just unlocks the gates, unloads and relocks. No extra work rebracing or leveling remaining loads.

For information on this versatile lading protection tool—the P-S Compartmentizer—and how it can benefit your shipments, write to Pullman-Standard—you'll get an immediate reply.

Arrival—This shipment, Chicago to Plano, Texas, faced the rigors of interchange and high-speed travel. Yet even this doorway load of mast arms and anchor rods shows no jumble or damage. Compartmentizer allowed safe loading of entire car.

Arrival—P-S Compartmentizer gates swing away from the load and stand flush against the car side wall. There are no awkward, heavy parts to clear out of the working area . . . no torn up dunnage. Dock crews move right in and unload.

Arrival—This mixed load of boxes and guy wire protectors shows the range of Compartmentizer versatility. With most any size, shape or type packaging, the Compartmentizer provides maximum protection at all times without special adjustments.

WORLD'S LARGEST BUILDER OF ROLLING STOCK

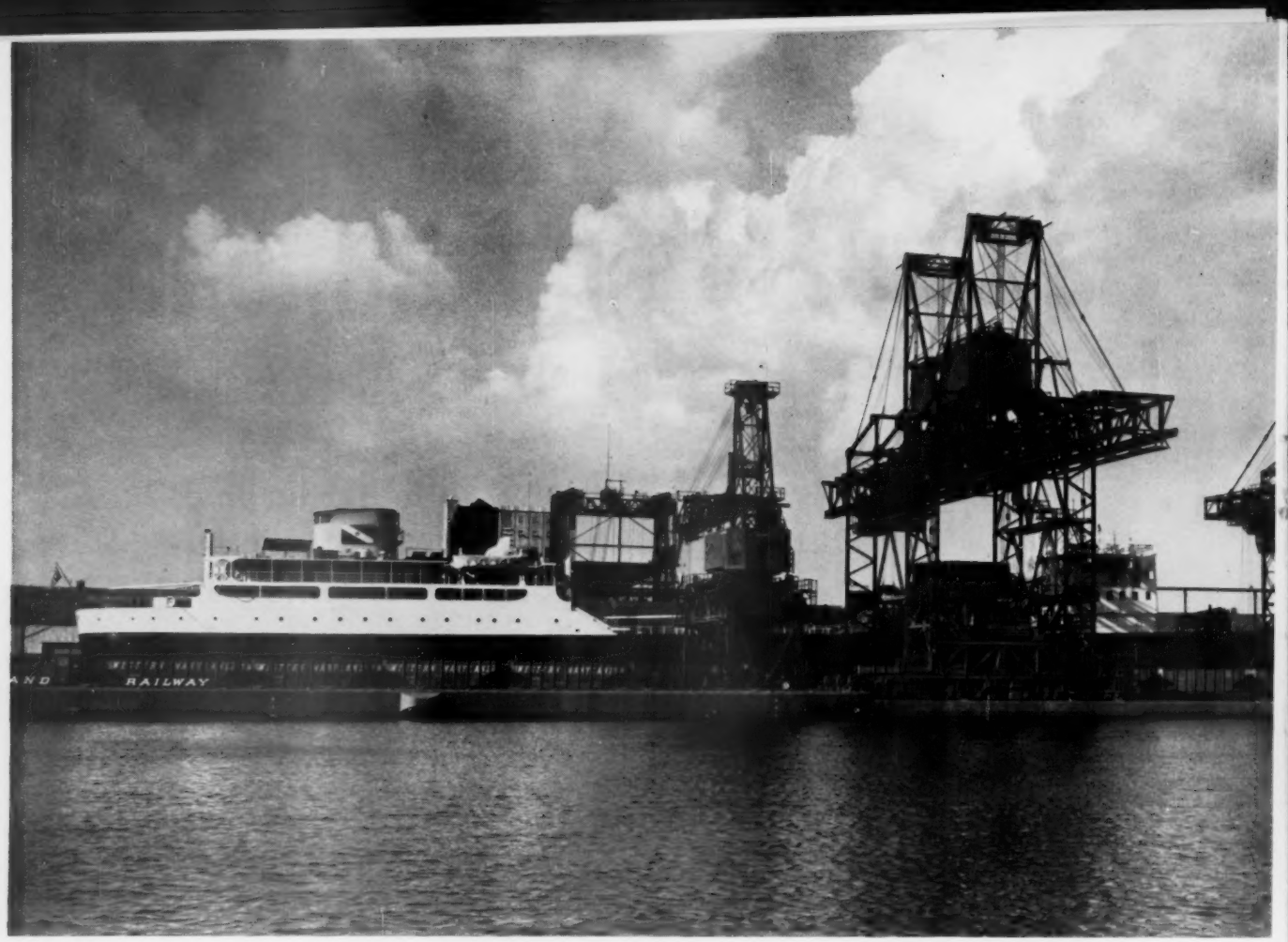
PULLMAN-STANDARD

CAR MANUFACTURING COMPANY

SUBSIDIARY OF PULLMAN INCORPORATED

221 NORTH LA SALLE STREET, CHICAGO 1, ILLINOIS

BIRMINGHAM, PITTSBURGH, NEW YORK, SAN FRANCISCO



BALTIMORE

Western Maryland's three ship unloaders at Port Covington set an all-time record for tonnage handled last year. Capacity is 3,000 tons an hour.

Wide-Awake Planning Captured a Share of the

(*Continued from page 15*)
load into two 48-inch conveyor belts, making it possible to unload two ships simultaneously. The ores are kept separate, weighed and loaded into cars on different tracks. This pier can accommodate the largest ore carriers afloat—water depth on one side is 40 feet, 35 feet on the other.

THE READING . . .
has seen the ore tonnage coming through its Pier 14 at Port Richmond, Philadelphia, increase annually from 1,000,000 tons a year to the 1.7 million recorded in 1957. The road plans to increase the capacity of this pier by 50% through additional capacity and lightweight trolleys. With four unloaders transferring ore directly from vessel to car, the installation now has a capacity of 600 tons an hour.

THE CANTON . . .
completely modernized its ore pier on the north bank of the Patapsco river at Baltimore in 1954. It can now unload two ships at a time instead of one. Its capacity is up to 3,000 tons an hour. The modernization project included lengthening the pier, adding an ore-unloading tower, installing two pier-long conveyors, adding an on-shore weigh station, and building a new 500-car supporting yard.

But the shift of sources for steel-making ore from Minnesota to other parts of the world, particularly Venezuela and Canada, has not by any means left Minnesota mining interests high and dry.

TACONITE TAKES OVER

Conceding the difficulty of getting high-grade ore by open-pit mining, they point to taconite deposits which should hold out for 50 to 100 years or more. This rock is difficult to mine and must be processed and formed into pellets before it can be used in blast furnaces. Two large plants have been put up for this processing—given impetus by state tax concessions—and a third is now projected.

Reserve Mining Company opened one taconite mine at Babbit, Minn., with a 4-mile railroad built to haul the ore to a plant at Silver Bay where the four million tons a year are processed.

Erie Mining Company opened the second mine at Hoyt Lakes, Minn., this year. It built a 73-mile railroad to get the ore to a plant at Taconite Harbor—like Silver Bay, also on Lake Superior. Production of the taconite pellets is planned at the rate of 7.5 million tons a year.

The third plant is slated for location at Mountain Iron, Minn., at the west side of a taconite bed containing magnetic iron.

These developments have offset, or tend to, the effects on some railroads of the foreign ore imports. Substantial movements of high-grade ore still originate in Minnesota in addition to the growing taconite tonnage. And here, as in the seaports, the railroads are moving to compete for it.

(*Continued on page 20*)

Ore Trade Boom

NEWPORT NEWS

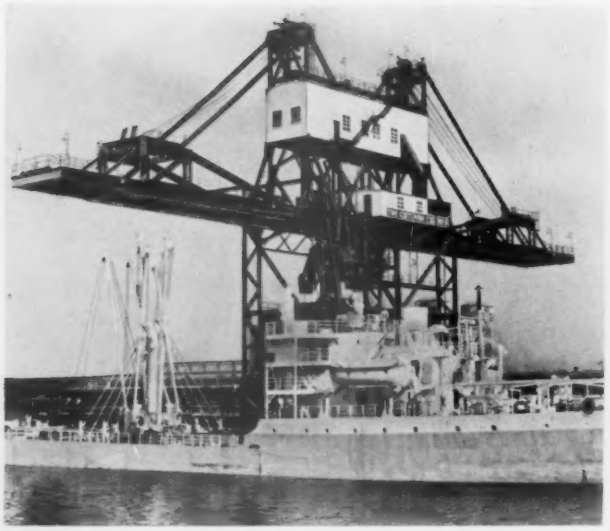
Chesapeake & Ohio facilities are newest on Atlantic coast. Key feature is the large supporting yard for empty and loaded cars in background.

PHILADELPHIA

Pennsylvania ore pier has the largest capacity of any railroad-owned piers on the eastern seaboard. It can unload 6,000 tons of ore an hour.

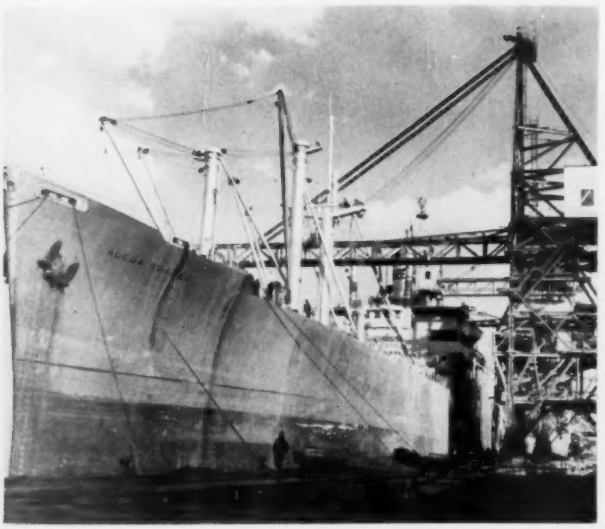
GREAT LAKES

Baltimore & Ohio's unloaders at Toledo are typical of inland facilities. They have 15- to 20-ton grab buckets for direct loading into rail cars.



BALTIMORE

The Canton added this new ore-unloader to its facilities on the Patapsco river in 1954. Increased capacity speeds both rail and ship service.



MOBILE

Railroads also can benefit from import facilities they don't build themselves. This pier is owned and operated by the Alabama State Docks.

(*Continued from page 18*)

Lake Superior & Ishpeming has petitioned the ICC for authority to build a new ore dock near Rapid River, Mich. It would be the terminus of an ore movement via LS&I and Soo Line from the Marquette range to Lake Michigan.

Trouble brews here, though, because the proposed dock would be only about 15 miles from the Chicago & North Western's ore dock at Escanaba—so the North Western has protested on the LS&I's petition to the ICC.

The B&O also is active in this area. It added two 20-ton ore unloaders to its dock to Toledo, extending the pier and locating the dumpers so the longest lake vessels can be handled there.

The Canadian National acted to increase the Steep Rock ore tonnage out of Port Arthur on Lake Superior by lengthening the pier at the port so two ships could be loaded at a time instead of one. The road also added ore cars to its fleet, lengthened sidings, laid heavier rail, and installed CTC between Atikokan and Port Arthur to speed up operations. Goal: to boost the movement of ore out of this port from 1.3 million to 5 million tons a year.

Completion of the St. Lawrence Seaway will stimulate even keener competition for ore from Canada. Ore-dock installations at Toledo, Huron, Lorain, Cleveland, Ashtabula, Conneaut, Erie and Buffalo—already geared to serve inland steel furnaces—can be expected to wage a stiff battle against Atlantic ports.

A defense angle is raised by the Minnesota mining interests. They argue that the import of foreign ores on a large scale is not good for the United States. They maintain that, in the event of war, carriers of foreign ores would be sitting ducks for submarine attacks.

Too great reliance on foreign sources for the ore now, they say, would mean years lost building up the national potential to get the tonnage of ore needed for our steel requirements during hostilities.

What they want is more investment now to develop plants for processing their abundant supply of low-grade ore.

NOT ONE-WAY STREETS

Port development, whether by public bodies, railroads, or other interests, has more applications, obviously, than just stimulating import-commerce.

One important aspect of the Chesapeake & Ohio installation at Newport News is a case in point. The C&O "pier 9" facilities not only give this road good ore traffic volume but serve to cut the overhead costs of its already profitable export-coal movements. It permits use of coal hoppers in revenue service on their return inland after dumping their coal.

The export-coal boom, meanwhile, is expected to continue for another decade at least. Competent observers in this field maintain that a slight decline from the 1957 level of almost 60 million tons may develop this year but the long-run indications are for a peak of from 75- to 100-million. That makes the railroad port investments look extra good.

Legal Hassle Resulted from Port Competition

Competition for import ore among railroads reaching Atlantic ports reached the boiling point when it set off a battle on rates in the courts. Roads operating out of Philadelphia and New York City appealed to the ICC to have the Baltimore rate differential eliminated. Initial success was won in 1954 when the commission ordered the Philadelphia rates to be placed on an equal basis with Baltimore's. This was followed with a similar equalizing order in 1956 affecting New York rates. A district court upset the ICC's decision but last December the Supreme Court vacated the district court ruling and placed the three ports on equal footing, rate-wise. Still, the scramble for business is not likely to be confined to these ports. The C&O's Newport News projects, activities in Boston and Charleston, and the already sizeable achievements at Mobile show the railroads' awareness to traffic potentials.

NEW PLASTIC HATCH COVER and PLUG

- reduces weight 50%-60%
- twice as easy to lift
- won't rust or corrode
- better insulation

A new development from Standard . . . the reinforced Plastic Combination Hatch Cover and Plug. This product's inherent savings in maintenance time and money result from Standard's feeling of "responsibility" to produce new and better products for the railroads...a "responsibility" that pays-off for you.

Made of glass reinforced polyester resin, this new hatch cover and plug design cuts weight down to 65 lbs. including hardware and gasket . . . 70 lbs. *less* than the conventional plug. There's a big plus in the new ease of handling at the icing stations, too!

The Plastic Hatch Cover and Plug is suitable for either Standard's welded design or new integral design Hatch Frame and will not rust or corrode. Salt and brine have no effect. And the Plastic Plug's core of insulation gives greater resistance to heat transfer. Your own choice of hardware can be used.

Ask your Standard representative for information on how the new Plastic Hatch Cover and Plug can go to work for you.

STANDARD RAILWAY EQUIPMENT MANUFACTURING COMPANY, CHICAGO
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GEARED TO PROGRESS P I MEMBER

Rain or Shine suits

WEATHER WAS IDEAL for the recent performance trials on a 74-mile taconite plant railroad in northern Minnesota—it rained and rained for four of the six days and everybody and everything got running wet—including the Cobra Shoes.

But it didn't matter as far as Cobra Shoe performance was concerned. Stop distances from day to day varied only 30 to 40 feet—wet or dry. There was no apparent difference—stops shorter and longer than the median were just about equally proportioned between wet and dry. Write for complete information about Cobra Shoes.

Cobra Shoe performance is not affected by moisture

Product of the combined research facilities of . . .

Westinghouse Air Brake Company
Specialists in Braking

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Specialists in Friction Materials

RAILROAD FRICTION PRODUCTS

COBRA® SHOES fine

COBRA® SHOE TEST

TEST TRAIN CONSIST—5-unit locomotive, 3 cabooses, 97 cars. Gross 12,960 tons—Empty 3,865 tons.
TEST PROCEDURE—(1) Service stops (2) Emergency stops (3) Running release after slowdown (4) Operation down seven miles of 2% grade.
OBSERVERS—55 individuals from 30 railroads including vice presidents of operations, general managers, superintendents of transportation, air brake supervisors.

® *Registered U. S. Trademark, Composition Brake Shoe*

CORPORATION, *Wilmerding, Pennsylvania*

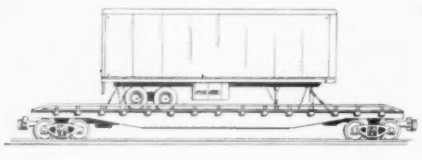
Photo courtesy of Hawthorn-Mellody Farms Dairy

Getting it to the table is the BIG PROBLEM

Transport of ice cream is never easy. Between manufacturer and table are problems that consumers never think of. But . . .

One of our good customers informs us that his trailers, equipped with TROPIC-AIRE—CARRIER refrigeration equipment, deliver ice cream at a constant, steady —20° F., regardless of ambient temperatures, which range between 70°F. and 115°F.

Before you select refrigeration equipment for your own TOFC fleet, make certain that it provides the *three* factors most important to superior "piggyback" performance: (1) absolute dependability, (2) adequate refrigeration capacity, and (3) immediate accessibility for service. We invite you to call, wire or write for further information about TROPIC-AIRE—CARRIER refrigeration.



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UP Gets Bigger Gas Turbines

New motive power to be delivered to the Union Pacific in 1958 will have higher horsepower-per-ton ratio to handle high-speed, long distance freight. Gas-turbine-electrics, rated at 8,500-hp, are geared for 66 mph and will run 25% faster with rated tonnage than predecessors.

NEW GAS TURBINE A-unit is an auxiliary with gas-turbine generator set in B-unit, fuel tender at rear.

Early this year the Union Pacific will place in service the first of its new 8,500-hp, gas-turbine-electric locomotives. Fifteen such units are on order with General Electric; the first practically completed.

The UP already has 25 gas turbines in service—all 4,500 hp units, built by GE and delivered to the road in 1952 and 1954. Fifteen larger units came in 1955.

The 25 gas turbines already in service turned in a good record in 1956. Averaging 10,000 miles a month, the units hauled approximately 12 per cent of all UP freight during the year. Operations were confined largely between Ogden, Utah, and Cheyenne, Wyoming.

Why the New Design?

The need for the larger units stemmed from the road's desire to retire the steam power still operating in this territory. For maximum utility, the road wanted a locomotive with more weight on drivers and higher horsepower per-ton ratio. These factors are embodied in the new locomotives slated for delivery later this year.

The 8,500-hp gas turbine unit is 179 ft long, weighs 598 tons with the tender fully loaded. Each unit has 828,000 lbs on drivers and will handle a 5,000-ton train at 17 mph on the 1.14 per cent grade from Ogden, Utah, to Evanston. Units are geared for maximum speed of 66 mph and have 20 hp per ton of weight on drivers compared with 16 hp per ton on the 4,500-hp locomotive.

The higher horsepower capabilities of the new locomotive enable it to run 25 per cent faster with its rated tonnage than the 4,500-hp locomotive.

The A-unit is essentially an auxiliary. It carries an auxiliary diesel engine, a cooling system for the engine and the gas-turbine lube oil, two air compressors, air-brake reservoirs, control, a 2,500-gal fuel tank which supplies the diesel engine at all times and the turbine during starting, and other auxiliary components. The only main power components in the A-unit are the six traction motors, their controls, and braking resistors for eight traction motors.

Other main power components—the gas-turbine generator set, six traction motors, control for these motors and braking resistors for four motors—are arranged in the B-unit. Each unit is carried on two three-axle trucks with all axles motored.

Heavy fuel for the gas turbine is carried in a tender coupled to the B-unit.

The basic design concepts for the two units of this locomotive vary widely. The use of a tender to carry the turbine fuel has relieved the weight-variation problem on the powered units. In addition, it has made possible a fuel capacity of 24,000 gal which is double the amount which could be carried on the locomotive. A greater range of operation without refueling the locomotive has resulted and fewer trackside fuel facilities and attending personnel are required.

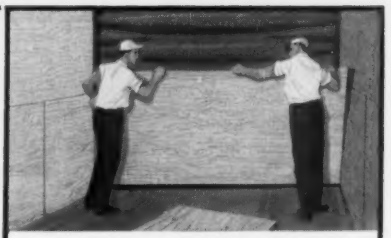
The first 25 gas-turbine-electrical locomotives are now all equipped with 21,000-gal fuel tenders, in addition to the 7,000-gal fuel tanks originally provided. Since this operation was inaugurated, monthly mileage per locomotive has increased 10 per cent. It is not uncommon for many of these locomotives to operate 12,000 miles per month.

Because the main power source, gas turbine and generators are located in the B-unit, it is necessary to connect power circuits between units to supply the traction motors and dynamic braking grids in the A-unit. These connections are arranged in panels on each side of the end doors with quick disconnects so they can be uncoupled easily. Electrical control, a diesel fuel line, two water lines and the usual air-brake lines also connect between these two units. The fuel line supplies diesel fuel to the gas turbine during the starting cycle, and the water lines connect the turbine lube-oil cooler on the B-unit to the radiator system on the A-unit to consolidate the cooling system. The flexible hose connections are supported in horizontal loops to give flexibility and necessary radii for this size hose.

Connections between the B-unit and the tender consist of heavy fuel oil supply and return line, electrical connections for heat-

Fir Plywood modernize

Only Exterior Fir Plywood car lining has all these advantages:



LOW COST—Easy to install fir plywood lining speeds work . . saves 50 per cent and more in labor costs alone.

helps S.P. boxcars fast!

Labor time averages 8 to 10 hours per car, including preliminary framing, relining, cement coating floor.

Air operated stapling guns fasten plywood securely over old lining. Idea is new, works well, S.P. reports.

Re-lined cars have clean, smooth walls that can't snag fragile ladings such as bagged sugar or flour.

New method of stapling fir plywood over damaged lumber lining permits Southern Pacific to upgrade B and C cars to Class A carriers in only one-third the time and half the cost.

SOUTHERN PACIFIC has opened the throttle on one of the biggest car modernizing programs in its history. Work on over 400 cars is proceeding at a good clip and at remarkably low cost at the line's big West Oakland and Roseville (California) yards.

Credit for the outstanding speed and economy with which the job is being done is credited to a new technique; stapling big sheets of Exterior plywood over the old lumber lining.

The method takes only about one-third the time normally required for re-lining a car with T&G lumber—and cuts total costs just about in half. A big factor in the savings is that the old lining does not have to be torn out, as would have been the case in a lumber re-lining job.

The job is done by a two-man crew who tack panels in place horizontally so that two 4-foot wide sheets make up the required eight foot height. Since most cars are a bit over 17 feet from door frame to end, one 8-foot and one 10-foot long panel cover each course. Vertical joints are staggered. Then two more men follow up for finish stapling, shooting fastenings every six inches around panel edges and over vertical posts spaced 20 inches apart.

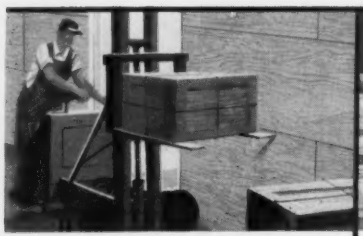
One of the chief advantages of the plywood-stapling method is that cars are out of service for a very short time. Beyond that, it's the best and most economical way of doing the job. But the payoff is in the more valuable ladings which can be carried in a Class A car, and it is often enough to pay off the entire upgrading cost in a single long run.

FOR MORE INFORMATION *write (USA only) for free "Plywood Industrial Uses Portfolio." Douglas Fir Plywood Association, Dept. 192, Tacoma 2, Washington.*

DFPA TESTED QUALITY

Only panels bearing DFPA grade-trademarks are manufactured under the industry-wide Douglas Fir Plywood Association quality control program. Always look for the letters DFPA.

Fir Plywood



STRONG—Plywood has tremendous impact resistance . . . shrugs off blows that would split ordinary lumber.

SMOOTH—Clean, snag-free fir plywood lining pays off by yielding higher tariffs on fragile ladings.

WATERPROOF—Exterior plywood is made with waterproof marine glue, in several sizes and grades, including overlaid panels with hard, smooth, fused-resin fiber overlays.

ing and lighting the tender and a tracer line for keeping this fuel line warm.

Turbine Arrangement

The most significant feature of this locomotive is the new gas turbine. In horsepower (8,500), it is nearly equivalent to five 1,750-hp diesel-electric locomotives. It can produce this horsepower at 6,000-ft altitude and at 90 deg F inlet temperature; consequently, it will deliver full rating or more almost 100 per cent of the time.

The diameter over the turbine casing is 10 ft, requiring the full width of the cab to accommodate it. As a result there is no aisle space on either side of the turbine. Removable cab sections permit the turbine to be serviced from a servicing platform at the engine terminal.

The four main generators are supported on a platform integral with the turbine gear case to simplify the alignment problem and to allow a completely integral power-plant design.

The overall length of the power plant from generator to turbine-exhaust tail cone, is 41 feet; it weighs 150,000 lbs including 47,000 lbs for the generators. Because of the unusual length of the unit, and the deflection and twisting normally encountered in a locomotive platform, the method of support is of interest.

The generator gear unit and the turbine are interconnected and mounted on the platform by means of a flexible-shaft coupling and a dual three-point casing-support arrangement. This connection permits twisting of the turbine with respect to the generator gear unit while maintaining alignment.

Two flexible legs support the generator gear unit on the platform, and a centering pin in the plane of these legs engages a recess in the platform to take the buffing and coupling shocks. Two flexible legs and a key support the turbine unit to the platform. The legs are welded to the platform and support the generator gear and turbine units by means of trunnion bearings attached to the lower casings. The legs are flexible only in the longitudinal direction; laterally they are quite stiff. The purpose of the flexible legs and the key is to permit freedom of longitudinal movement of the entire unit around the buff pin to care for expansion and contraction with temperature changes.

The locomotive is equipped with fire protection consisting of two Fyr-Fyter dry chemical systems. One is located in the forward end of the B-unit, and the other at the rear of the A-unit. Baffle discharge of nozzles induces swirling about the machinery. A piping system with quick disconnect fittings and hoses reaches to any part of the three locomotive units.

Exhaust Gas Problem

The angle of the exhaust-gas tail cone, 30 degs upward from the horizontal, adds to the overall length of the turbine, but it improves the locomotive performance. Some slight increase in thermal efficiency is achieved because of lowered pressure at the turbine exhaust. In addition, difficulties encountered from exhaust-gas recirculation in tunnel entrances will be largely overcome. This problem, which was encountered with the 4,500-hp gas turbine-electric locomotives, was largely overcome by reducing the angle of the exhaust gas discharge from 60 to 45 deg. Because of this, engineers gave serious consideration to the problem when designing the new locomotive. Data accumulated indicated that the most critical recirculation condition occurred at the entrance to short tunnels because of the initial air velocity in the tunnel produced by wind blowing into the entrance. The 4,500-hp locomotive must travel 2.3 mph faster than the air in a tunnel of 410 sq ft cross section in order to avoid any recirculation of exhaust gas. The 8,500-hp locomotive needs to run only 1.4 mph faster than the 4,500-hp locomotive to achieve the same performance at the tunnel entrance.

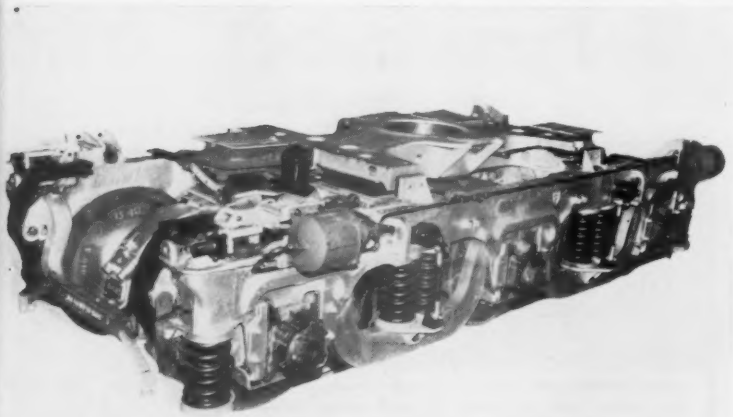
Compromise Solution

Inside the tunnel the locomotive overtakes the air mass and the exhaust-gas jet then becomes the dominant factor in preventing recirculation. To be most effective, the exhaust-gas jet must be directed at such an angle on the tender and the tunnel ceiling causes least disturbance to the jet. Exhausting the gases upward 30 degs from the horizontal is the most effective compromise.

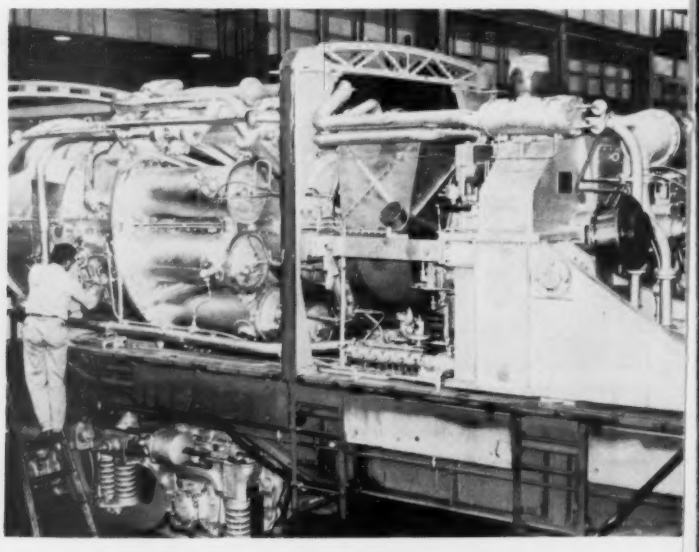
Controls for the gas turbine are located at the engineman's position. After starting the engine, these controls permit the engineman to hostle the locomotive using the diesel-engine-generator connected to two traction motors. Speeds up to 20 mph can be obtained with the locomotive and loaded tender on level track. This feature provides for minimum operation of the turbine at idling and light-load conditions. This saves considerable fuel.

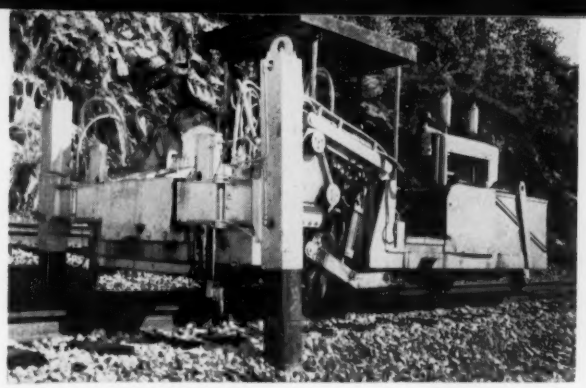
With its 24,000-gal fuel tender, the 8,500-hp unit can pull a 5,000-ton train from Los Angeles, Calif., to Omaha, Neb., a distance of 1,811 miles, with only two intermediate stops for fueling. Its high horsepower capabilities make it especially suited to the mountainous Western divisions.

RUBBER-STEEL PADS support this three-motor, six wheeler.

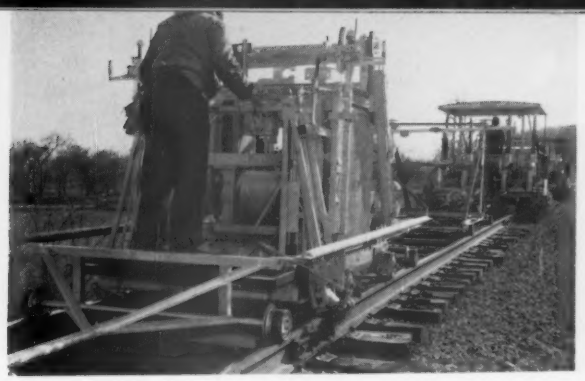


EASY SERVICING is possible with new construction.





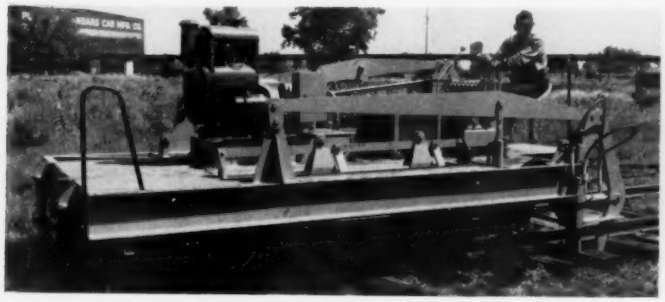
This is a Kershaw spot tamper, one of several types that are now available.



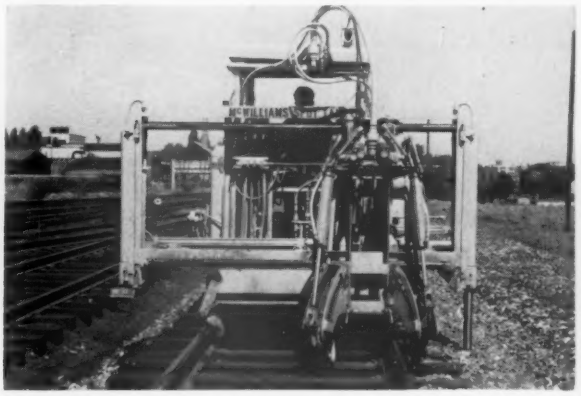
These are a Nordberg Trak-Surfacer, foreground, and two Jackson Track Maintainers, rear.

WE GOOFED

. . . Pure, but not-so-simple in captioning the photographs on page 43 in our Review and Outlook Issue of January 20. Here's how the track-maintenance apparatus should have been labeled:



This is a Pullman-Standard tie spacer, specifically designed for this mechanical function.



This is the McWilliams spot tamper, a device whose function is to raise and tamp low spots.

Railroading  After Hours with Jim Lynch

PASSENGER REBUILDING—The operating vice-president of a big railroad has passed along to me an imaginative idea for rebuilding the passenger business—in areas where there's real "potential." Here it is:

"Several of the union leaders have said they'd like to discuss cooperative measures for increasing business, especially passenger business. Well, let's ask them to work with us on this one:

"Let's establish a transcontinental passenger run—like one of those long-run international trains they have in Europe. Experimentally, we could begin with only one schedule a week. But, first, we need to set a fare we know will attract lots of customers, both sleeper and coach; and then keep our costs down so that a trainload at a traffic-building rate will assure us a substantial profit. This is the way the highly successful 'coach' service of the airlines was started.

PULLMAN'S JOB?—"Trains like this would be a multi-railroad job, and could probably best be handled by an inter-railroad organization, such as Pullman. That is, the crews could qualify on all the territory traversed and be carried on Pullman's payroll.

"Suppose these trains should divert business from existing trains? So much the better—discontinue the unpatronized trains. What both the unions and ourselves need is a new basis on which passenger service can be reestablished so it will grow instead of wither away. We should start anew—quit doing successive patch-work jobs on a traditional set-up that we know won't work."

UNION AID NEEDED—"To keep costs down, we should ask the brothers to provide crews—no more men than needed—working on hourly, not mileage, pay.

"Such a train ought to make no more than two or three operating stops in crossing the continent—so the run would take less than two days. A superlatively fast schedule—not by excessive speed, but by eliminating stops.

"Existing equipment could be used, so there'd be no need of new investment. If the experimental train succeeded, then additional schedules could be added. If the project should work transcontinentally, then it could be extended elsewhere—just as air coach, having succeeded transcontinentally, was broadened to other runs."

BLOOD FROM A TURNIP—Dexter Buell, veteran educator of apprentices, was telling the other day of a way he'd found, when he was railroading for the late Carl Gray, Sr., of getting money for improvements when there wasn't any in the treasury. It was simply this—the manufacturer put in his machine and took his pay in monthly installments. Each installment equalled the cost saving the railroad made from the new machinery. In a year or two, or sometimes less, the manufacturer had all his money and the railroad from then on could keep the savings.

There are often legal difficulties to work out on a transaction like this—but it's certainly sound in principle. If you are paying $1 to do a job, it is a choice between paying the $1 indefinitely; or of paying it for only a limited period and thereafter having the cost fall to 50 cents.

BIRTHDAY IN A CANYON . . .

Meeting at night, WP's "Zephyrettes" roll toward Oakland and Salt Lake City. RDCs have turned in top performance over seven years. On time record is near perfect.

WP RDCs Pass Million-Mile Mark

A few nights ago the two RDC units above eased to a halt at a point called Merlin, deep in California's Feather River Canyon. The stop was brief; but it marked something of a birthday. With better than seven years service on the books, each of the units was completing its first million miles of operation.

First of the type II RDCs (passenger-baggage-express) built by the Budd Company, the Western Pacific units were placed in service between Oakland and Salt Lake City in September 1950. Since then they have averaged better than 270,000 miles a year, and rolled up an enviable performance record. WP records show that in only one case did one of the cars fail to reach final destination. It missed by 11 miles because of a damaged compressor motor.

In addition to their nearly 100 per cent availability, the two cars have also trimmed losses on the 924-mile run. The 1949 deficit was close to $1 million; in 1957 it was down to about $300,000. According to a report from the builder the cars have had a 95 per cent "on time" record. They operate under temperatures ranging from as low as minus 30° to as high as 110° above.

As originally constructed, each WP RDC carried 71 passengers, with a 17-ft baggage-express compartment at one end. The road modified this arrangement by installing 18 individual reclining seats in one end, in place of 22 conventional straight-backed seats. The space saved was used for added washroom and lavatory facilities for women passengers. Other conventional seats were retained and present capacity is 66.

The cars are equipped with disc brakes. Budd reports that no disc has been renewed to date on either car, and brake shoe life has averaged 126,000 miles. Wheels have averaged four turnings and 350,000 miles before renewal. One spare engine is kept available and when used the replaced engine is overhauled. Engines have averaged 100,000 miles before replacement.

Operating Costs—WP Rail Diesel Cars

	1956	1955	1954	1953	1952	1951
Car Miles	261,364	264,302	280,280	275,515	269,265	270,280
Train Miles	261,364	264,302	280,280	275,515	269,265	270,280
COST PER CAR MILE:						
Locomotive Repairs	$	$	$	$	$	$ ....
Car Repairs	.29941	.22645	.18359	.21668	.22427	.20736
Train Enginemen	.19488	.19059	.18821	.17899	.18543	.16600
Trainmen	.25026	.23289	.22471	.21082	.20882	.19898
Train Fuel	.04452	.03954	.03795	.03813	.03742	.03155
Water, Lubricants and Supplies	....	....	....	....	....	....
Enginehouse Expense	....	....	....	....	....	....
Train Supplies and Expenses	.08515	.08525	.09301	.08917	.09404	.10252
Gallons of Diesel Fuel Consumed Per Car Mile	.42201	.40596	.35386	.36582	.39290	.34226

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1957

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1957	Total (inc. misc.) 1956	Operating Expenses: Maint. Way and Structures: Total 1957	Total 1956	Deprec. and Retirements	Maint. Equipment: Total 1957	Total 1956	Deprec. and Retirements	Traffic	Transportation	Total 1957	Total 1956	Operating ratio 1957	Operating ratio 1956	Net from railway operation	Railway tax accruals	Net Railway operating income 1957	Net Railway operating income 1956
Akron, Canton & Youngstown	Nov.	171	$478	....	$489	$514	$59	$68	$6	$68	$65	$15	$45	$157	$374	$379	76.4	73.8	$116	$57	$8	$44
	11 mos.	171	5,896	....	6,047	5,528	793	779	65	792	693	159	502	1,805	4,412	4,102	73.0	74.2	1,635	808	467	455
Atcheson, Topeka & Santa Fe.	Nov.	13,172	42,209	$2,838	49,355	49,642	6,525	7,625	710	10,552	10,387	2,301	1,340	18,342	39,258	39,091	79.5	78.7	10,097	5,449	4,217	4,647
	11 mos.	13,172	470,442	38,291	555,840	534,611	82,197	80,206	7,749	116,038	104,929	24,539	14,353	193,824	432,587	407,404	77.8	75.5	143,253	66,578	51,000	60,352
Atlanta & St. Andrews Bay	Nov.	81	393	....	396	359	47	49	3	35	27	7	7	74	182	173	46.1	48.2	214	93	83	74
	11 mos.	81	4,174	....	4,213	4,038	461	488	36	331	336	75	75	769	1,861	1,908	44.2	47.3	2,352	1,063	860	810
Atlanta & West Point	Nov.	93	243	25	322	358	42	42	6	68	77	14	18	153	301	313	93.3	87.6	22	19	—14	3
	11 mos.	93	2,596	313	3,498	3,731	481	497	71	677	723	158	191	1,624	3,209	3,277	91.7	87.8	289	218	—40	25
Western Ry. of Alabama	Nov.	133	291	22	349	370	52	57	8	69	78	19	20	146	308	323	88.3	87.3	41	30	19	30
	11 mos.	133	3,031	284	3,712	3,853	566	546	97	724	782	206	213	1,550	3,277	3,290	88.3	85.4	435	369	250	328
Atlantic Coast Line	Nov.	5,292	10,974	983	12,859	13,034	1,749	1,974	148	2,889	2,795	667	467	5,188	10,902	11,177	84.8	85.8	1,957	900	880	1,005
	11 mos.	5,292	123,029	15,728	149,420	152,091	22,165	26,586	1,862	32,567	33,125	7,245	5,085	58,996	126,158	130,682	84.4	85.9	23,262	11,875	8,685	8,534
Charleston & West. Carolina	Nov.	343	571	....	584	574	99	113	6	94	114	29	22	199	430	445	73.6	77.5	154	100	81	77
	11 mos.	343	6,410	....	6,534	6,754	1,501	1,558	166	1,080	1,216	304	235	2,009	4,999	5,118	76.5	75.8	1,535	965	779	844
Baltimore & Ohio	Nov.	5,999	33,466	1,371	37,150	39,955	4,481	4,700	695	7,325	7,861	1,095	1,037	15,856	30,732	31,823	82.7	79.7	6,418	1,462	3,075	4,268
	11 mos.	6,005	385,067	17,070	428,216	426,483	49,258	47,444	4,867	79,987	88,255	11,894	11,535	179,910	343,385	342,878	80.2	80.4	84,831	29,910	36,042	40,178
Staten Island Rapid Transit	Nov.	29	220	62	289	256	56	48	20	34	34	2	2	153	281	253	97.0	99.0	9	44	—69	—65
	11 mos.	29	2,283	698	3,034	2,812	639	555	138	395	328	19	19	1,664	3,146	2,785	103.7	99.0	—112	481	—928	—713
Bangor & Aroostook	Nov.	602	1,071	19	1,136	1,158	253	234	18	265	279	104	39	327	961	1,001	84.6	86.4	175	50	198	203
	11 mos.	602	13,321	297	14,068	14,467	2,880	2,979	234	2,938	2,839	1,144	371	4,098	11,263	10,964	80.1	75.8	2,805	1,351	2,719	3,308
Bessemer & Lake Erie	Nov.	208	1,924	....	1,976	2,390	279	234	51	664	673	139	41	508	1,643	1,609	83.1	67.3	334	419	299	587
	11 mos.	208	26,984	4	27,803	24,390	2,601	2,843	228	7,394	8,291	1,528	414	5,777	17,758	17,798	63.9	73.0	10,045	7,917	6,815	5,576
Boston & Maine	Nov.	1,571	5,280	732	6,752	7,465	952	1,033	115	674	707	61	176	3,272	5,453	5,758	80.8	77.1	1,300	602	209	558
	11 mos.	1,571	61,129	9,302	78,915	80,963	11,033	11,080	1,684	9,619	10,214	1,669	1,718	36,167	62,972	63,892	79.8	78.9	15,943	5,412	5,084	5,401
Canadian Pacific Lines in Me	Nov.	234	295	45	365	415	93	79	12	88	132	17	9	175	371	402	101.5	96.8	—6	29	—91	—43
	11 mos.	234	5,493	576	6,377	6,486	1,295	1,279	169	1,110	1,307	190	100	2,419	5,131	5,429	80.5	83.7	1,246	342	293	143
Carolina & Northwestern	Nov.	284	238	....	244	292	54	32	7	....	16	—8	4	87	157	142	64.5	48.5	86	14	19	58
	11 mos.	284	3,205	....	3,273	3,579	626	669	77	199	196	100	44	875	1,886	1,921	57.6	53.7	1,387	287	551	743
Central of Georgia	Nov.	1,763	3,409	111	3,744	3,734	583	596	45	656	671	196	168	1,490	3,082	3,107	82.3	83.2	662	299	328	252
	11 mos.	1,763	36,170	1,613	40,597	41,161	6,031	6,430	540	6,910	6,767	1,841	1,898	16,136	33,007	32,963	81.3	80.1	7,590	2,841	4,580	4,696
Central of New Jersey	Nov.	612	3,995	494	4,863	5,329	548	797	90	825	949	182	74	2,198	3,869	4,295	79.6	80.6	994	485	340	380
	11 mos.	612	45,534	5,812	55,111	57,064	6,374	7,746	1,020	9,718	9,951	1,979	859	24,646	44,148	44,991	80.1	78.8	10,963	5,360	3,392	4,204
Central Vermont	Nov.	383	790	31	907	942	166	309	18	110	83	10	18	365	698	843	76.9	89.4	209	47	23	—69
	11 mos.	383	9,133	644	10,578	10,830	2,896	2,507	189	1,223	1,160	112	199	4,183	8,950	8,600	84.6	79.4	1,628	556	—502	484
Chesapeake & Ohio	Nov.	5,132	32,622	505	35,106	34,984	4,230	4,644	468	5,891	6,293	1,864	868	11,800	24,548	25,350	69.9	72.5	10,558	4,722	5,735	6,583
	11 mos.	5,132	372,548	6,559	401,366	384,048	48,137	44,066	4,847	65,646	63,422	19,704	8,964	131,895	272,470	258,241	67.9	67.2	128,896	61,490	71,703	70,180
Chicago & Eastern Illinois	Nov.	862	2,448	171	2,911	3,234	362	328	35	591	607	151	134	1,228	2,506	2,462	86.1	76.1	405	86	171	415
	11 mos.	862	29,894	2,324	34,950	34,358	4,414	4,152	334	5,918	5,735	1,589	1,498	13,575	27,552	26,518	78.8	77.2	7,398	1,902	3,351	4,264
Chicago & Illinois Midland	Nov.	121	615	....	633	608	38	60	6	117	96	24	30	153	351	374	60.1	61.5	252	139	105	100
	11 mos.	121	7,208	....	7,391	7,128	519	622	75	1,198	1,177	266	337	1,703	4,241	4,318	57.4	60.6	3,150	1,669	1,369	1,274
Chicago & North Western	Nov.	9,287	13,408	1,458	16,557	18,901	2,988	2,907	329	2,498	2,720	981	474	7,860	15,013	15,871	90.7	84.0	1,544	1,004	—514	794
	11 mos.	9,298	165,791	17,124	201,632	208,907	32,629	33,494	4,029	32,196	37,365	10,924	5,045	89,257	171,296	183,881	85.0	88.0	30,337	13,841	6,245	—913
Chicago, Burlington & Quincy	Nov.	8,763	18,229	1,566	21,823	22,253	2,771	2,549	556	3,944	3,856	977	587	8,717	16,983	16,625	77.8	74.7	4,840	2,159	1,707	2,278
	11 mos.	8,779	195,004	19,021	235,834	235,353	36,515	33,143	4,714	40,953	39,286	10,371	6,506	93,332	187,979	181,951	79.7	77.3	47,855	24,101	19,035	22,662
Chicago Great Western	Nov.	1,470	2,577	17	2,778	2,908	500	501	40	433	454	153	129	859	1,996	2,060	71.9	70.8	781	272	318	321
	11 mos.	1,470	32,006	163	33,981	32,618	5,205	4,931	453	5,159	5,211	1,436	1,381	10,415	23,040	22,293	67.8	68.3	10,940	4,255	4,200	4,056
Chic., Milw., St. Paul & Pac	Nov.	10,593	16,428	1,056	19,538	20,852	2,730	3,308	401	3,708	3,374	890	512	8,284	16,462	16,824	84.3	80.6	3,076	1,459	823	2,063
	11 mos.	10,613	195,705	14,086	233,306	233,519	37,909	39,851	4,903	41,621	42,759	9,537	5,920	92,987	191,638	193,728	82.1	83.0	41,668	18,318	14,808	15,114
Chicago, Rock Is. & Pacific	Nov.	7,631	13,615	1,279	16,364	16,676	2,260	2,243	256	2,906	2,929	622	530	7,005	13,615	13,082	83.2	78.4	2,749	766	618	1,654
	11 mos.	7,504	160,387	15,258	192,034	183,546	27,265	25,625	2,736	32,540	30,996	6,605	6,013	74,529	150,448	141,374	78.3	77.0	41,586	16,058	13,059	18,313
Clinchfield Railroad	Nov.	293	2,043	....	2,054	1,997	212	246	21	396	409	99	62	477	1,208	1,208	58.8	60.5	846	202	870	725
	11 mos.	293	21,405	1	21,520	23,145	3,114	3,014	220	4,380	4,151	1,079	652	5,061	13,876	13,567	64.5	58.6	7,644	2,355	7,558	8,792
Colorado & Southern	Nov.	718	1,093	49	1,272	1,463	139	152	17	192	215	65	33	563	1,005	1,031	79.0	70.5	267	147	120	187
	11 mos.	718	12,453	758	14,622	14,207	2,164	2,226	216	2,354	2,323	630	387	5,856	11,560	11,268	79.1	79.3	3,061	1,783	1,130	857
Ft. Worth & Denver	Nov.	1,362	1,928	117	2,237	2,285	317	645	22	266	320	45	70	848	1,625	1,942	72.6	85.0	612	175	148	57
	11 mos.	1,362	17,575	1,650	21,237	21,519	3,574	3,454	336	2,865	3,135	483	779	8,289	16,796	16,640	79.1	77.3	4,441	1,028	1,166	1,707
Colorado & Wyoming	Nov.	39	182	....	292	396	26	52	6	25	50	12	1	112	181	270	61.6	68.2	112	73	38	52
	11 mos.	39	2,636	....	4,119	3,472	202	295	—3	442	357	126	16	1,442	2,281	2,088	55.3	60.1	1,838	1,056	714	542
Delaware & Hudson	Nov.	764	4,019	130	4,291	4,804	579	574	58	770	807	189	102	1,567	3,311	3,359	77.2	69.9	979	464	655	824
	11 mos.	771	48,395	1,712	51,659	52,683	6,197	5,997	657	8,525	7,881	2,031	1,104	17,749	36,743	35,305	71.1	67.0	14,916	8,036	8,316	9,659
Delaware, Lacka. & Western	Nov.	928	5,380	732	6,802	7,207	776	892	142	1,067	1,084	356	206	3,589	6,036	6,231	88.7	86.5	766	675	87	435
	11 mos.	936	62,676	8,778	79,204	81,349	8,690	9,364	1,600	11,568	12,021	3,863	2,181	40,335	67,119	67,221	84.7	82.6	12,085	7,303	3,847	7,721
Denver & Rio Grande Western	Nov.	2,155	6,318	178	6,680	7,099	549	671	89	1,029	1,019	307	231	2,197	4,288	4,316	64.2	60.8	2,391	1,257	1,196	1,447
	11 mos.	2,155	74,007	2,800	79,107	74,294	9,003	8,653	1,171	11,703	10,760	3,275	2,494	23,809	50,252	47,320	63.5	63.7	28,855	14,367	14,849	9,969
Detroit & Toledo Shore Line	Nov.	50	637	....	691	707	71	82	3	76	67	24	21	227	413	409	59.7	57.9	278	98	68	91
	11 mos.	50	6,717	....	7,238	7,493	791	898	36	871	742	260	217	2,440	4,504	4,415	62.2	58.9	2,733	987	627	795
Detroit, Toledo & Ironton	Nov.	464	1,761	....	1,851	1,920	220	188	28	364	396	128	62	499	1,238	1,169	66.8	60.9	614	103	513	508
	11 mos.	464	19,628	....	20,501	18,947	2,770	2,704	307	4,423	3,868	1,274	620	5,361	14,264	12,896	69.6	68.1	6,237	1,068	4,975	3,844
Duluth, Missabe & Iron Range	Nov.	567	2,311	....	2,773	5,438	537	493	95	748	688	159	10	1,432	2,966	4,206	106.9	77.4	—192	Cr 54	—230	437
	11 mos.	566	48,746	13	57,316	44,703	5,847	4,905	887	8,407	6,988	1,632	124	17,502	34,265	29,628	59.8	66.3	23,050	13,527	9,589	6,270
Duluth, So. Shore & Atlantic	Nov.	544	470	1	496	666	106	136	11	96	128	26	33	212	475	566	95.8	85.0	21	45	—2	46
	11 mos.	544	6,637	36	7,032	7,690	1,459	1,523	117	1,495	1,413	282	343	2,635	6,205	6,121	88.2	79.6	827	419	247	938
Duluth, Winnipeg & Pacific	Nov.	175	498	2	506	550	80	70	6	52	59	2	7	183	332	345	65.6	62.7	174	41	54	66
	11 mos.	175	5,599	9	5,667	6,285	959	805	58	642	816	21	75	1,977	3,758	4,458	66.3	70.9	1,909	427	476	385

Continued ▼

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAY YEAR 1957

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1957	Total (inc. misc.) 1956	Operating Expenses: Maint. Way and Structures: Total 1957	Total 1956	Deprec. and Retirements	Maint. Equipment: Total 1957	Total 1956	Deprec. and Retirements	Traffic	Transportation	Total 1957	Total 1956	Operating ratio 1957	Operating ratio 1956	Net from railway operation	Railway tax accruals	Net Railway operating income 1957	Net Railway operating income 1956
Elgin, Joliet & Eastern	Nov.	236	3,752	....	4,592	4,834	251	239	33	1,023	930	120	43	1,693	3,328	3,280	72.5	67.9	1,265	632	375	427
	11 mos.	236	42,888	1	52,963	48,797	3,266	2,864	384	10,528	9,113	1,324	465	19,266	36,682	32,452	69.3	66.5	16,281	7,107	4,332	4,608
Erie	Nov.	2,207	12,714	519	14,138	15,345	1,278	1,435	226	2,173	2,268	558	391	6,582	11,052	11,753	78.2	76.6	3,086	1,178	1,238	1,454
	11 mos.	2,207	142,957	6,363	159,785	161,654	18,816	19,119	2,467	24,838	23,694	6,022	4,433	73,180	129,866	125,823	81.3	77.8	29,918	11,145	10,597	14,348
Florida East Coast	Nov.	571	2,755	210	3,222	3,016	524	443	42	544	581	114	93	1,101	2,404	2,369	74.6	78.5	817	176	403	158
	11 mos.	571	27,861	5,080	35,487	33,998	5,353	4,406	605	6,378	5,818	1,182	992	13,185	27,726	25,247	78.1	74.3	7,761	2,423	2,478	3,744
Georgia Railroad	Nov.	321	555	15	654	778	108	126	8	129	147	29	42	306	623	665	95.3	85.5	31	40	27	118
	11 mos.	321	6,551	225	7,676	8,255	1,313	1,366	103	1,470	1,547	362	445	3,406	7,053	7,154	91.9	86.7	622	440	668	1,091
Georgia & Florida	Nov.	332	270	....	278	286	69	92	8	43	59	8	23	81	234	290	84.3	101.5	44	16	7	—45
	11 mos.	332	3,035	....	3,102	3,276	768	1,019	79	424	428	87	244	976	2,695	2,848	84.0	86.9	497	183	80	2
Grand Trunk Western	Nov.	951	3,819	206	4,497	5,230	596	461	70	890	1,041	93	91	2,472	4,275	4,324	95.1	82.7	222	356	—662	43
	11 mos.	951	46,629	2,548	53,397	57,230	7,394	7,309	656	10,081	10,635	1,026	1,902	27,406	48,352	49,267	90.6	86.1	5,045	4,130	—4,839	—1,782
Great Northern	Nov.	8,285	18,607	766	20,676	23,945	3,850	3,254	530	3,478	4,261	832	541	7,880	16,821	17,024	81.4	71.1	3,856	1,681	1,816	3,059
	11 mos.	8,288	229,560	9,563	256,465	259,954	47,123	46,966	4,607	43,627	43,882	8,721	5,876	87,968	195,866	191,990	76.4	73.9	60,599	32,166	23,545	28,601
Green Bay & Western	Nov.	224	378	....	387	386	76	52	4	62	47	9	24	128	310	256	80.1	66.4	77	31	8	42
	11 mos.	224	4,167	....	4,287	4,167	736	909	48	578	456	101	265	1,319	3,135	3,080	73.1	74.1	1,152	537	269	264
Gulf, Mobile & Ohio	Nov.	2,757	6,134	281	6,890	6,941	971	926	81	1,398	1,342	292	297	2,351	5,383	5,205	78.1	75.0	1,507	652	393	553
	11 mos.	2,757	69,576	3,492	78,149	76,903	11,855	11,020	856	16,160	14,626	3,140	3,278	26,381	61,900	57,364	79.2	74.6	16,250	6,826	4,605	6,938
Illinois Central	Nov.	6,497	19,397	1,757	23,242	25,772	3,199	4,105	420	3,886	4,457	903	630	9,218	18,005	19,511	77.5	75.7	5,237	2,579	2,009	2,053
	11 mos.	6,501	222,175	20,264	266,126	273,797	41,567	41,948	4,412	49,535	46,325	9,613	6,849	100,083	210,208	203,906	79.0	74.5	55,917	29,004	18,149	25,937
Illinois Terminal	Nov.	339	861	25	1,025	1,145	109	166	21	214	168	40	49	385	824	887	80.4	77.5	201	67	38	92
	11 mos.	339	9,943	294	11,749	12,258	1,404	1,514	223	2,356	2,006	436	534	4,279	9,250	9,104	78.7	74.3	2,499	925	736	1,281
Kansas City Southern	Nov.	891	3,290	78	3,669	3,730	320	391	71	470	468	106	90	1,147	2,156	2,240	58.8	60.1	1,512	648	638	595
	11 mos.	891	36,786	1,118	41,482	43,313	3,536	4,183	543	5,270	5,344	1,147	1,068	12,723	24,057	24,743	58.0	57.1	17,424	7,539	7,326	7,379
Kansas, Oklahoma & Gulf	Nov.	327	392	....	393	383	61	92	7	35	28	12	33	89	242	270	61.5	70.5	151	45	72	37
	11 mos.	327	4,548	....	4,560	4,652	711	951	78	362	327	128	356	1,005	2,726	2,978	59.8	64.0	1,834	734	707	639
Lake Superior & Ishpeming	Nov.	145	245	....	311	526	77	52	8	69	62	19	2	125	296	279	95.2	53.0	15	14	9	132
	11 mos.	145	4,351	....	5,554	5,104	716	631	86	818	745	199	22	1,278	3,069	2,715	55.3	53.2	2,485	1,448	1,255	1,276
Lehigh & Hudson River	Nov.	96	344	....	345	308	39	42	3	69	33	8	18	114	256	209	74.1	68.0	89	31	14	23
	11 mos.	96	3,545	....	3,549	3,094	424	391	27	481	381	91	193	1,196	2,448	2,194	69.0	70.9	1,100	471	205	172
Lehigh & New England	Nov.	178	635	....	640	726	87	92	6	209	184	52	23	230	592	580	92.4	79.9	49	52	133	203
	11 mos.	178	7,159	....	7,236	7,743	901	874	78	2,033	2,041	523	249	2,479	6,152	6,099	85.0	78.8	1,083	946	1,757	2,457
Lehigh Valley	Nov.	1,145	4,850	210	5,333	6,124	738	730	99	752	1,071	127	159	2,702	4,599	4,926	86.2	80.4	734	473	67	672
	11 mos.	1,147	56,684	2,766	62,634	65,641	8,100	8,324	1,092	11,223	10,983	2,165	1,668	30,068	53,796	53,021	85.9	80.8	8,838	5,143	1,628	6,504
Litchfield & Madison	Nov.	44	252	....	253	312	15	8	1	34	26	14	43	55	167	162	66.0	52.1	86	41	25	44
	11 mos.	44	3,197	....	3,224	3,519	134	121	9	316	267	108	487	643	1,810	1,762	56.1	50.1	1,414	611	452	541
Long Island	Nov.	351	1,076	4,083	5,345	5,328	741	717	122	1,026	999	168	24	2,837	4,837	4,647	90.5	87.2	508	—353	113	79
	11 mos.	351	13,057	46,072	61,055	59,104	8,421	8,259	1,056	11,620	11,303	1,839	307	30,013	52,456	50,902	85.9	86.1	8,599	3,815	2,094	1,721
Louisiana & Arkansas	Nov.	746	2,052	44	2,190	2,390	202	225	5	250	285	97	83	683	1,293	1,392	59.0	58.2	897	437	363	443
	11 mos.	746	22,470	553	24,271	25,871	2,403	2,737	181	3,430	3,380	1,067	877	7,535	15,115	15,406	62.3	59.5	9,164	4,231	3,654	5,032
Louisville & Nashville	Nov.	5,704	17,410	730	19,471	20,913	3,214	3,051	310	4,430	4,908	1,188	521	8,396	17,421	17,033	89.5	81.4	2,050	2,008	1,073	2,254
	11 mos.	5,708	198,775	9,913	224,541	226,720	33,877	32,675	3,222	49,289	47,517	12,868	5,639	88,921	187,297	178,944	83.4	78.9	37,244	29,870	21,431	28,306
Maine Central	Nov.	944	1,864	65	2,063	2,215	341	419	28	373	412	84	23	798	1,645	1,752	79.7	79.1	418	213	162	191
	11 mos.	944	22,299	979	24,820	25,112	4,731	4,772	309	4,449	4,267	880	271	9,261	19,963	19,382	80.4	77.2	4,857	2,306	1,886	2,375
Minneapolis & St. Louis	Nov.	1,391	1,774	2	1,850	1,629	281	274	30	300	248	92	103	635	1,440	1,399	77.8	85.9	410	228	145	94
	11 mos.	1,391	20,236	55	21,019	19,646	3,059	2,798	322	3,195	3,071	934	1,150	7,048	15,854	15,223	75.4	77.5	5,165	2,887	1,915	1,756
Minn., Northfield & Southern	Nov.	77	334	....	359	408	33	30	2	35	36	11	28	83	212	206	59.1	50.4	147	85	47	79
	11 mos.	77	4,118	....	4,400	4,153	669	276	25	376	367	118	300	949	2,628	2,141	59.7	51.5	1,773	878	652	804
Minn., St. Paul & S. S. Marie	Nov.	3,222	3,350	40	3,577	3,631	823	802	47	617	719	138	104	1,502	3,225	3,262	90.2	89.9	352	170	120	—39
	11 mos.	3,222	41,002	788	43,926	44,210	9,506	8,993	507	7,553	7,332	1,475	1,076	15,890	35,889	34,468	81.7	78.0	8,037	3,981	2,793	3,363
Missouri-Illinois	Nov.	172	430	....	434	540	52	60	5	73	76	30	13	127	278	287	64.2	53.2	155	107	78	132
	11 mos.	172	5,508	....	5,544	5,454	593	677	48	896	896	333	131	1,867	3,112	3,140	56.1	57.6	2,433	1,422	1,222	1,235
Missouri-Kansas-Texas Lines	Nov.	3,116	3,822	84	4,399	6,423	674	917	89	870	1,012	261	201	1,859	3,853	5,083	87.6	79.1	545	378	—215	519
	11 mos.	3,177	53,732	2,060	61,577	68,083	10,314	9,598	1,018	10,980	10,898	2,880	2,407	23,295	50,065	54,343	81.3	79.8	11,512	4,501	2,339	4,907
Missouri Pacific	Nov.	9,594	19,919	739	22,880	25,277	3,783	4,239	304	3,676	4,512	1,040	730	9,130	18,305	19,669	80.0	77.8	4,574	1,278	2,453	3,156
	11 mos.	9,652	239,115	10,360	274,204	279,753	42,208	44,019	3,633	47,433	48,740	11,267	7,835	102,043	210,489	212,813	76.7	76.1	63,715	20,731	32,808	36,447
Monon	Nov.	541	1,625	55	1,823	1,862	236	220	18	318	282	78	105	706	1,463	1,433	80.2	77.0	361	129	125	157
	11 mos.	541	18,163	687	20,418	20,770	2,973	3,193	219	3,432	3,226	840	1,141	8,037	16,910	16,622	82.8	80.0	3,509	1,237	1,164	1,481
Monongahela	Nov.	177	471	....	475	574	80	80	16	60	62	11	1	173	339	349	71.3	60.9	136	27	—21	77
	11 mos.	177	5,706	....	5,740	5,914	844	821	178	704	649	125	9	2,164	3,873	3,629	67.5	61.4	1,867	313	—21	748
New York Central	Nov.	10,621	43,595	6,694	58,206	63,354	7,292	7,397	1,250	10,375	11,225	2,435	1,140	28,912	51,064	53,880	87.7	85.0	7,142	5,531	262	2,474
	11 mos.	10,621	519,448	80,204	681,927	713,582	84,817	80,361	13,280	119,350	125,320	25,974	12,387	320,539	574,729	581,226	84.3	81.5	107,198	62,698	28,204	50,986
Pittsburgh & Lake Erie	Nov.	221	2,611	44	2,816	3,647	370	408	93	1,144	967	289	86	1,172	2,973	2,889	105.5	79.2	—156	477	505	1,028
	11 mos.	221	37,987	573	40,454	38,242	5,882	4,566	1,193	11,723	10,231	2,946	877	14,304	35,255	31,548	87.1	82.5	5,199	8,148	8,934	9,303
New York, Chicago & St. Louis	Nov.	2,179	13,037	130	13,667	15,150	1,590	1,684	228	2,388	2,312	456	385	5,140	9,992	10,532	73.1	69.5	3,675	1,702	1,474	1,960
	11 mos.	2,179	153,120	1,678	160,001	160,215	18,421	18,173	2,029	27,181	25,826	4,741	4,017	58,669	113,715	111,432	71.1	69.6	46,286	21,724	18,326	20,068
New York, New Haven & Hrtfd.	Nov.	1,762	7,420	4,404	13,480	14,187	1,671	1,643	271	2,310	1,994	495	235	6,380	11,552	10,964	85.7	77.3	1,928	1,080	—669	753
	11 mos.	1,762	84,772	48,692	150,633	148,212	17,858	17,660	2,943	24,504	23,175	5,319	2,526	68,248	123,138	120,333	81.7	81.2	27,495	11,130	1,234	1,941
New York Connecting	Nov.	21	278	....	306	329	103	122	25	15	12	....	....	77	198	214	64.9	65.1	107	85	16	23
	11 mos.	21	3,224	....	3,478	3,857	1,140	1,150	279	181	135	....	....	945	2,305	2,239	66.3	58.0	1,173	1,001	130	549
New York, Susque. & Western	Nov.	120	336	37	387	464	28	54	6	58	65	12	7	261	323	374	83.5	80.7	64	33	—14	22
	11 mos.	120	4,072	449	4,688	4,857	451	559	68	635	623	136	90	2,287	3,806	3,878	81.2	79.8	882	378	11	236

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted.)

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1957

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1957	Total (inc. misc.) 1956	Operating Expenses: Maint. Way and Structures: Total 1957	Total 1956	Deprec. and Retirements	Maint. Equipment: Total 1957	Total 1956	Deprec. and Retirements	Traffic	Transportation	Total 1957	Total 1956	Operating ratio 1957	Operating ratio 1956	Net from railway operation	Railway tax accruals	Net Railway operating income 1957	Net Railway operating income 1956
Norfolk and Western	Nov.	2,131	17,896	223	19,079	20,376	2,412	2,630	322	4,185	4,081	994	402	5,829	13,559	13,921	71.1	68.3	5,520	3,067	3,461	3,420
	11 mos.	2,132	219,458	2,929	233,515	219,617	30,823	28,771	3,515	45,542	45,535	10,173	4,216	67,172	157,274	150,713	67.4	68.6	76,241	46,426	41,444	36,519
Norfolk Southern	Nov.	604	751	....	768	913	215	200	14	132	128	33	49	258	709	728	92.3	79.8	59	31	7	55
	11 mos.	604	9,551	....	9,777	9,728	2,298	2,102	161	1,460	1,369	355	561	3,049	7,981	7,637	81.6	78.5	1,795	985	649	667
Northern Pacific	Nov.	6,829	13,065	491	14,569	15,804	2,253	2,003	490	3,166	2,744	700	427	5,778	12,532	12,537	86.0	79.3	2,037	892	1,406	1,805
	11 mos.	6,865	152,548	6,344	170,261	174,279	25,941	25,180	3,643	31,578	30,992	7,339	4,453	66,692	139,037	137,936	81.7	79.1	31,224	17,350	16,419	17,341
Northwestern Pacific	Nov.	329	880	2	890	979	233	261	95	83	108	3	7	324	670	775	75.3	79.2	219	76	—16	—47
	11 mos.	329	11,201	36	11,347	12,033	2,681	2,305	278	1,021	1,163	32	82	3,712	7,788	7,734	68.6	64.3	3,558	1,194	569	730
Pennsylvania	Nov.	9,957	59,300	9,000	76,831	83,438	8,949	9,274	1,448	16,905	16,916	3,006	1,243	36,710	68,348	71,106	89.0	85.2	8,482	3,991	1,198	3,588
	11 mos.	9,960	713,555	111,319	916,264	909,707	106,531	97,541	15,946	189,957	184,090	33,285	15,352	413,242	773,029	747,689	84.4	82.2	113,235	62,614	44,837	63,232
Penn.-Read. Seashore Lines	Nov.	358	590	75	688	781	213	209	30	115	136	27	10	483	866	902	125.8	115.4	—178	29	—374	—364
	11 mos.	358	7,021	1,441	8,720	8,902	2,425	2,450	311	1,291	1,410	294	118	5,605	9,942	9,943	114.0	111.7	—1,222	853	—3,958	—3,657
Piedmont & Northern	Nov.	126	507	....	520	462	44	42	4	33	28	9	28	90	227	208	43.7	45.1	293	146	98	80
	11 mos.	126	4,797	....	4,909	5,210	507	492	49	347	327	103	313	921	2,446	2,367	49.8	45.4	2,463	1,215	747	924
Pittsburgh & West Virginia	Nov.	132	727	....	736	728	123	123	26	131	131	44	72	212	597	591	81.2	81.2	139	43	100	88
	11 mos.	132	9,075	....	9,163	8,470	1,369	1,162	267	1,495	1,513	476	827	2,390	6,685	6,238	73.0	73.7	2,478	1,117	1,419	1,248
Reading	Nov.	1,304	9,700	570	10,921	12,090	1,497	1,550	225	2,111	2,241	497	206	4,515	8,842	9,180	81.0	75.9	2,079	440	1,389	1,666
	11 mos.	1,304	111,221	6,452	125,786	126,016	17,517	16,476	2,116	24,065	23,632	5,388	2,238	51,084	100,387	96,453	79.8	76.5	25,399	7,719	14,901	14,545
Richmond, Fred. & Potomac	Nov.	118	1,437	363	2,102	2,133	175	212	20	327	318	67	33	747	1,418	1,406	67.4	65.9	684	391	197	231
	11 mos.	118	16,232	5,399	24,697	24,745	2,495	2,528	281	3,618	3,457	740	326	8,387	16,408	15,964	66.4	64.5	8,289	4,392	2,806	2,981
Rutland	Nov.	391	366	....	388	429	75	84	8	65	52	17	30	156	351	354	90.4	82.5	37	28	2	34
	11 mos.	391	4,446	....	4,799	4,783	930	981	86	673	563	183	331	1,786	4,034	3,900	85.7	81.6	675	315	245	369
Sacramento Northern	Nov.	349	122	....	133	191	35	46	—5	14	21	6	2	57	123	155	92.9	81.1	9	17	—23	—10
	11 mos.	349	1,841	1	1,936	2,032	570	784	28	179	170	61	26	711	1,702	1,948	87.9	95.9	234	192	—106	—289
St. Louis-San Francisco	Nov.	4,596	8,740	288	9,725	10,455	1,444	1,624	234	1,680	1,685	609	376	4,025	7,861	8,321	80.8	79.6	1,863	784	888	1,353
	11 mos.	4,609	99,291	3,722	110,747	115,879	15,228	17,244	1,840	18,465	18,783	6,355	4,208	44,847	89,399	91,084	80.7	78.6	21,348	8,913	10,580	13,068
St. Louis-San Fran. & Texas	Nov.	155	339	3	364	479	28	62	4	25	30	1	26	150	241	281	66.0	58.7	124	42	34	53
	11 mos.	155	3,824	41	4,115	4,331	418	503	44	320	364	12	289	1,797	2,957	2,990	71.9	69.0	1,158	349	174	209
St. Louis Southwestern Lines	Nov.	1,560	5,060	10	5,180	6,011	763	709	70	561	843	171	204	1,759	3,465	3,704	66.9	61.6	1,715	769	777	974
	11 mos.	1,560	59,202	162	60,604	62,643	7,801	7,710	782	8,041	7,933	1,702	2,167	18,704	38,772	39,070	64.0	62.4	21,832	10,399	8,873	10,116
Savannah & Atlanta	Nov.	144	319	....	337	313	59	60	2	58	51	19	15	182	246	229	73.1	73.1	91	26	57	51
	11 mos.	144	3,553	3	3,723	3,606	764	571	17	617	542	212	173	1,111	2,800	2,391	75.2	66.3	923	215	582	647
Seaboard Air Line	Nov.	4,060	11,702	876	13,512	12,941	1,660	1,751	237	2,613	2,495	679	440	4,901	10,250	10,068	75.9	77.8	3,262	1,396	1,685	1,592
	11 mos.	4,061	126,102	12,690	148,885	147,642	20,503	20,407	2,374	28,042	27,931	6,972	4,607	52,380	112,556	109,722	75.6	74.3	36,329	15,194	19,322	21,062
Southern Railway	Nov.	6,281	20,635	776	22,985	23,089	3,349	2,451	848	3,116	3,785	509	471	7,178	15,295	15,019	66.5	65.1	7,690	3,526	3,774	3,638
	11 mos.	6,281	214,959	12,414	244,647	252,094	34,154	34,294	3,986	43,699	43,888	10,296	5,280	79,459	176,053	173,956	72.0	69.0	68,594	28,005	36,351	41,559
Alabama Great Southern	Nov.	328	1,303	29	1,464	1,525	233	194	58	264	278	42	38	504	1,142	1,114	78.0	73.0	322	98	229	215
	11 mos.	328	14,733	558	16,675	16,641	2,959	2,654	397	3,569	3,302	778	448	5,620	13,803	12,470	82.8	74.9	2,872	1,175	1,531	2,197
Cinn., N. Orleans & Tex. Pac.	Nov.	337	3,120	74	3,393	3,401	575	353	27	518	576	81	77	872	2,230	2,039	65.7	60.0	1,162	547	761	729
	11 mos.	337	34,702	1,315	38,157	39,510	6,318	6,353	675	7,439	6,883	2,150	904	9,977	26,817	25,927	70.3	65.6	11,340	5,598	7,194	7,447
Georgia Southern & Florida	Nov.	475	896	28	993	837	36	62	13	63	102	—2	—2	277	427	568	43.0	67.9	565	37	361	57
	11 mos.	475	7,452	537	8,718	9,197	1,919	2,293	133	894	915	123	256	3,048	6,768	7,052	77.6	76.7	1,949	443	—246	—43
New Orleans & Northeastern	Nov.	204	958	17	1,050	1,096	136	168	22	93	147	13	22	235	555	680	52.9	62.0	495	296	212	163
	11 mos.	204	10,495	377	11,623	12,543	2,152	1,934	289	1,705	1,686	601	265	2,687	7,615	7,263	65.5	57.9	4,008	2,351	1,521	2,022
Southern Pacific	Nov.	8,094	36,828	1,949	41,033	43,669	5,636	5,631	969	8,969	9,893	2,377	819	16,614	34,135	36,405	83.2	83.4	6,898	2,799	3,629	2,584
	11 mos.	8,094	427,867	27,232	481,250	496,884	60,179	61,650	5,822	106,633	107,711	25,001	9,298	192,502	392,703	403,202	81.6	81.1	88,547	37,991	41,560	38,998
Texas & New Orleans	Nov.	4,284	10,043	258	10,987	11,603	1,863	2,031	305	1,533	1,590	183	241	4,124	8,379	8,881	76.3	76.5	2,608	915	578	489
	11 mos.	4,291	116,222	3,939	127,765	128,648	21,532	23,454	2,249	16,614	18,477	1,965	2,965	47,086	95,052	90,800	74.4	76.8	32,713	12,502	7,882	6,803
Spokane International	Nov.	150	280	....	289	281	2	39	3	26	27	10	5	80	126	159	43.4	53.6	163	89	53	79
	11 mos.	150	3,325	....	3,448	3,387	580	629	30	335	326	109	67	873	2,006	2,047	58.2	60.4	1,443	818	670	572
Spokane Portland & Seattle	Nov.	945	2,375	82	2,613	2,685	296	401	51	449	401	128	31	1,009	1,845	1,893	70.6	70.5	768	135	600	439
	11 mos.	945	26,645	981	29,344	31,497	4,451	4,343	628	4,909	4,699	1,323	364	10,933	21,937	21,154	74.8	67.2	7,406	2,487	3,736	5,546
Tennessee Central	Nov.	286	356	....	369	423	66	76	5	63	63	22	19	122	295	313	79.8	74.2	74	25	5	36
	11 mos.	286	4,172	7	4,330	4,877	785	860	57	712	753	245	197	1,371	3,373	3,535	77.9	72.5	957	272	190	552
Texas & Pacific	Nov.	1,831	5,501	256	6,352	6,899	780	1,010	100	1,001	1,145	264	188	2,448	4,766	5,165	75.0	74.9	1,586	800	457	860
	11 mos.	1,831	62,014	3,736	71,894	74,348	10,116	11,906	943	11,908	11,950	2,853	2,195	27,001	55,246	56,263	76.8	75.7	16,649	6,590	5,600	8,355
Texas Mexican	Nov.	161	311	....	329	270	58	65	6	37	30	10	12	79	208	201	63.2	74.4	121	54	26	14
	11 mos.	161	3,254	....	3,515	2,959	689	602	62	354	340	109	128	914	2,240	2,066	63.7	69.8	1,274	519	318	213
Toledo, Peoria & Western	Nov.	239	624	....	634	590	63	101	6	66	48	12	55	163	392	400	61.8	67.8	242	106	72	52
	11 mos.	239	6,979	....	7,097	7,077	875	1,088	69	620	549	132	584	1,782	4,306	4,322	60.7	61.0	2,791	1,231	837	951
Union Pacific	Nov.	9,786	37,903	1,695	42,281	44,535	4,802	5,050	544	7,196	8,087	1,849	1,157	15,131	30,325	31,790	71.7	71.4	11,956	5,871	4,418	4,972
	11 mos.	9,786	417,510	25,693	474,863	471,249	61,605	60,583	6,086	86,683	84,513	19,342	12,844	163,501	348,885	341,644	73.5	72.5	125,977	67,603	37,689	42,349
Virginian	Nov.	611	4,648	....	4,848	4,981	657	576	90	792	656	264	58	946	2,578	2,351	53.2	47.2	2,270	1,207	1,322	1,578
	11 mos.	611	57,358	....	60,196	51,751	6,315	5,537	751	7,778	7,184	2,646	633	10,778	26,868	24,463	44.6	47.3	33,328	17,790	18,268	14,803
Wabash	Nov.	2,392	8,812	394	10,046	10,030	1,221	962	388	1,422	1,431	432	357	4,578	8,045	7,663	80.1	76.4	2,001	97	1,020	1,245
	11 mos.	2,392	100,720	4,775	114,739	109,135	13,405	12,001	2,056	16,529	15,124	4,542	3,911	50,253	89,158	82,561	77.7	75.6	25,581	7,036	10,214	11,124
Ann Arbor	Nov.	294	752	24	783	815	81	70	5	171	163	41	34	382	692	669	88.3	82.1	92	52	26	84
	11 mos.	294	8,565	33	8,776	8,948	1,040	974	77	1,844	1,650	419	356	4,007	7,512	7,113	85.6	79.5	1,264	603	425	717
Western Maryland	Nov.	845	4,156	2	4,388	4,788	607	444	100	858	768	267	121	1,343	3,174	3,051	72.3	63.7	1,214	601	1,008	1,093
	11 mos.	846	47,902	31	50,853	47,669	6,690	6,409	630	8,949	8,232	2,835	1,361	15,400	35,315	33,296	69.4	69.9	15,538	8,234	11,383	9,826
Western Pacific	Nov.	1,192	3,873	99	4,068	4,475	643	586	116	665	666	218	241	1,361	3,218	3,157	79.1	70.5	850	351	402	642
	11 mos.	1,192	47,364	2,112	50,628	49,619	8,130	8,998	1,106	7,113	6,984	2,270	2,401	16,832	37,636	37,860	74.3	76.3	12,992	5,362	6,553	6,422
Wisconsin Central	Nov.	1,031	2,380	27	2,565	2,824	388	366	48	454	448	97	93	1,207	2,278	2,220	88.8	78.6	287	209	—81	247
	11 mos.	1,031	29,564	434	31,874	30,752	5,064	4,688	439	5,091	4,724	972	968	13,029	25,659	23,757	80.5	77.3	6,215	2,055	2,139	3,297

More Railroad Progress like this depends on adequate earnings

By welding sections of rail together in continuous lengths of steel, railroads often reduce track maintenance costs and give their customers a smoother ride. Above, workers lay the welded rail on ties.

Isn't this common sense?

Welded rail is just one example of the many ways railroads are constantly increasing their efficiency.

The railroads will continue to make such improvements – as rapidly as they are able to earn the money to pay for them. For the railroads must pay for improvements out of their own earnings. But the earning power of railroads today is restricted by outdated public policies that favor competing forms of transportation – at the expense of the railroads.

This unequal treatment causes the public to lose some of the benefits of railroad progress – progress as important to the nation as it is to the railroads.

In the interests of all of us, the railroads should be permitted equal opportunity to earn an adequate return on the money invested in them. Then everyone would benefit – including you.

Isn't this common sense?

AMERICA MOVES AHEAD WITH THE RAILROADS

Association of American Railroads, Washington, D. C.

YOUR BASIC TRANSPORTATION

MARKET OUTLOOK *at a glance*

Carloadings Rise Slightly in Week

Loadings of revenue freight in the week ended January 18 totaled 572,353 cars, the Association of American Railroads announced on January 23. This was an increase of 2,909 cars, or 0.5%, compared with the previous week; a decrease of 84,916 cars, or 12.9%, compared with the corresponding week last year; and a decrease of 126,933 cars, or 18.2%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended January 11 totaled 569,444 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, January 11

District	1958	1957	1956
Eastern	87,158	112,236	121,685
Allegheny	101,326	135,136	140,626
Pocahontas	48,613	60,566	61,154
Southern	109,870	128,333	131,537
Northwestern	66,750	74,919	78,584
Central Western	109,290	114,579	118,743
Southwestern	46,437	54,997	58,009
Total Western Districts	222,477	244,495	255,336
Total All Roads	569,444	680,766	710,338
Commodities:			
Grain and grain products	56,327	54,208	50,998
Livestock	6,064	6,834	9,928
Coal	123,628	142,704	150,177
Coke	7,191	13,212	14,074
Forest Products	35,752	42,478	45,258
Ore	14,752	21,015	18,074
Merchandise l.c.l.	42,431	51,646	58,150
Miscellaneous	283,299	348,669	363,679
January 11	569,444	680,766	710,338
January 4	471,749	561,201	611,299
Cumulative total, 2 weeks	1,041,193	1,241,967	1,321,637
	1957	1956	1955
December 28	410,022	487,546	570,412
December 21	590,343	698,424	667,479
December 14	603,036	716,652	709,132

IN CANADA.—Carloadings for the seven-day period ended January 7 totaled 50,115 cars compared with 66,038 cars for the previous ten-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 7, 1958	50,115	20,511
January 7, 1957	43,959	22,403

New Equipment

FREIGHT-TRAIN CARS

► *Rio Grande.*—Will spend approximately $4,100,000 on 1958 equipment program. Included will be 20 steel cabooses equipped with electric lighting and radio, and 300 triple-hopper cars and 50 covered hopper cars previously announced (Railway Age, Sept. 16, 1957, p. 75 and Sept. 30, 1957, p. 43). Improvements to existing equipment will include upgrading 250 box cars by installation of cement-plastic flooring, and installation of electric lighting and improved radio in 20 cabooses.

► *Santa Fe.*—Building 25 88-ft flat cars in its own shops for piggyback service. Delivery scheduled for first quarter, 1958.

LOCOMOTIVES

► *Brazil RR Orders 100 Diesels Here.*—The Rede Ferroviaria of Brazil has ordered 100 diesel road units from General Motors Overseas at an approximate cost of $15,500,000. Included are 70 1,425-hp and 30 950-hp units. Delivery is scheduled to begin in March and be completed in September. Financing has been arranged through an Export-Import Bank loan.

► *1,316 New Units Installed in 1957.*—Class I railroads put 1,316 new locomotive units into service last year, compared with 1,453 units installed in 1956, AAR reports. Last year's installations included 1,312 diesel-electrics and four electrics, compared with 1,445 diesel-electrics and eight electrics in 1956. New locomotive units on order January 1 totaled 443 (413 diesel-electrics and 30 gas turbine-electrics). Units on order on previous January 1 totaled 814 (780 diesel-electrics, 30 gas turbine-electrics and four electrics).

SPECIAL

► *Mexico to Spend $28.6 Million Here.*—Washington's Export-Import Bank has announced a $28,600,000 credit to the National of Mexico to permit purchase here of locomotives, cars, and equipment for shops, communications and track. Purchases will include 48 diesel locomotives, 122 hopper and 500 box cars.

► *Pacific of Nicaragua.*—Reportedly is seeking financial aid in the United States before embarking on a capital improvement program. General Manager Raymond R. Gavin is said to be expecting U.S. financial institutions to send experts to Nicaragua to appraise the road's needs.

New Facilities

► *Koppers Company.*—Ordered, from Union Switch & Signal—Division of Westinghouse Air Brake Company, Identra equipment installation at ore sintering facility being built by Koppers for Great Lakes Steel Corporation at Detroit, Mich. Identra system of automatic, electronic train identification is a recent development used with other equipment to provide such things as automatic route line-up and automatic announcing system. At Great Lakes installation, operation of a 110-volt a.c. track switch is to be controlled. Train coil will be in the front of a high voltage, self-propelled, ore transfer hopper car. It will be tuned remotely from a selector switch in cab on rear of car.

a RAILWAY AGE time-saver page

British Railways Get to the Bottom of Things

A moveable boom on a 52-ft railway car has been introduced on the British Railways. It permits close inspection of bridges and viaducts. The boom has two arms, 17 and 21 ft long, which can extend 29 ft below rail level or 15 ft under the arch. Control of the apparatus is maintained by inspectors in the platform. They can communicate with car crew by field telephone and have floodlights on platform for night work. Power comes from a diesel unit on the rail car.

Walrath Blasts Highway Violations

Most shocking revelation of 1957 may have been the discovery of widespread violation of highway safety requirements.

Determination to end such violations is high on the list of Interstate Commerce Commission New Year resolutions. In its campaign the commission will use "every available power of correction."

So says Commissioner L. K. Walrath. Mr. Walrath was addressing the Boston chapter of the Association of Interstate Commerce Commission Practitioners.

The ICC, he said, historically has been reluctant to suspend operating rights, but this attitude will not continue.

Under present circumstances, Mr. Walrath emphasized, "I think it safe for you to advise your motor carrier clients not to rely upon what they may have considered to be commission 'precedent.' When lives are at stake even precedent will not be persuasive for carriers who continue to gamble with safety."

In 1958 there will be continued increasing attempts to identify the 140,000 private and exempt carriers and to inform them of ICC safety regulations. All carriers (including unregulated private and exempt carriers) are subject to safety rules. The commission has, however, been able to identify and serve copies of its regulations on only about one-third.

The rest are "unknown" to the commission, until they have an accident or are picked up in a roadcheck. "Far more carriers operate subject to, but in ignorance of, our regulations," the commissioner said, "than those who are known to us and are served with copies of those regulations. Something must be done."

The commission also is urging Congress to re-define "private carriage" in clear language. This will leave no doubt what is legitimate and what is an attempt to avoid the 3% transportation tax on freight. This tax, the commissioner said, has been a major factor in diverting freight to private carriers. It has affected rail and motor carriers alike.

Commissioner Walrath said Representative Patman's proposal to extend the transportation tax to private carriage had focused attention on the problem. He thought, however, that such a tax "might be more expensive to administer than productive in net dollars."

The treasury needs the approximately half billion dollars received from the excise tax on rail freight, Commissioner Walrath said, but equated the figure with the half billion dollars of railroad income tax.

"In 1957," he said, "due at least in substantial part to the diversion of traffic to private carriers, rail net income is estimated to have dropped more than 15%. This trend may not be taken lightly, if for no other reason than its effect on Treasury receipts."

Constructive Action Now, Says Senator Smathers

(Continued from page 12)

and anticipation such mail was dumped on the railroads (at Jacksonville, Fla.) at a time when our facilities were being fully utilized. Because the mail could not be handled as expeditiously as normally would have been the case if we had been prepared for such an overflow, punitive action (fines of some $2,900) was taken against the Coast Line and three other lines by the Post Office Department."

This version of the incident was disputed by Postmaster General Summerfield in a letter to Senator Smathers. The senator put the letter into the record of the hearing. The occurrence had "nothing whatever to do with the grounding of air lines or transportation of air mail," Mr. Summerfield said. He added that delays were being experienced at Jacksonville for some time. This caused the department "to fail in its goal of having no undelivered mail by Christmas." He conceded that the mail traffic involved was the heavy Christmas business but insisted that it was the expected increase above normal—not an unprecedented increase.

Post Office Pressure

Mr. Summerfield also addressed himself to the complaint of Mr. Rice and several of the other railroad executives that the Post Office uses diversion threats to get mail rates lower than those approved by the ICC. Mr. Summerfield's short answer was to "pass without comment the fact that many of these same witnesses have recommended changes in the law which would grant them the same right to reduce freight rates in order to meet competition that they now enjoy in the case of mail."

He went on to insist that the Post Office gives railroads every opportunity to retain mail business by meeting competitive rate offers it receives. In answer to NH President Alpert's charge that the Post Office confronts railroads with threats of massive traffic diversion, Mr. Summerfield said: "The New Haven found that it was peculiarly subject to truck competition and its representatives came to the department and requested a contract whereby the railroad would retain the mail but at a competitive rate. The contract was not forced on the railroad; it was entered into at the railroad's suggestion and request and for the railroad's benefit."

Other railroad presidents who appeared to summarize statements they had filed with the subcommittee were: Patrick B. McGinnis of the Boston & Maine; Wayne A. Johnston of the Illinois Central; John M. Budd of the Great Northern; Russell L. Dearmont of the Missouri Pacific; Glen B. Brock of the Gulf, Mobile & Ohio; G. B. Aydelott of the Denver & Rio Grande Western; Harry C. Murphy of the Burlington; D. B. Jenks of the Rock Island; Walter J. Tuohy of the Chesapeake & Commerce Commission Practitioners.

Ohio; Arthur K. Atkinson of the Wabash; John W. Smith of the Seaboard Air Line; C. A. Major of the Lehigh Valley.

A statement was filed by Chairman Ben W. Heineman of the Chicago & North Western. The Milwaukee was represented by its consultant and former president, John P. Kiley. The Southern Pacific's statement was filed by President D. J. Russell and summarized at the hearing by D. J. McGanney, vice-president of the road. The Union Pacific was represented by W. R. Rouse, one of its vice-presidents.

"Primary responsibility" for the present situation "lies with the railroads," President J. M. Hood of the American Short Line Railroad Association told the committee. He had in mind the failure to revise working rules and thus reduce labor costs. Mr. Hood said:

"However much we may plead poverty, regulation, coercion and lack of protection, we, through our chosen representatives, have for years acquiesced in labor demands which, while not excessive when considered in terms of daily or real compensation, are extremely burdensome when the effect of antiquated mileage and arbitrary payments are considered. So-called fringe benefits have gotten completely out of hand when compared with similar burdens on competing modes of transportation."

The ASLRA president's specific recommendation was that railroads serve notice of a desire to negotiate new contracts when the present moratorium expires November 1, 1959. He would also simultaneously serve notice to renegotiate the so-called Washington Agreement of 1936. The agreement protects employees affected by coordination of facilities.

Statesmanship Needed

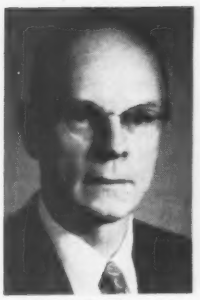
"Where negotiations begin to correct these inequities," Mr. Hood said, "good statesmanship will be required on the part of carrier representatives so that no reprisal or unnecessary restriction of privilege or gain and certainly no unnecessarily reduced compensation for work performed be demanded. Equal statesmanship will be required of representatives of labor. To undertake such an approach which by many will be considered drastic, the carriers will need reasonable advance assurance of the cooperation of legislative, regulative and enforcement bodies at federal and state levels."

Mr. Hood advocated studies to develop more equipment specially tailored to shipper needs, and better merchandising of railroad service. He expressed hope that the committee would clear for Senate action the House-approved bill embodying ASLRA's plan for liberalizing through-routes provisions.

Another witness was Alan Boyd, chairman of the Florida Railroad and Public Utilities Commission. Like Mr. Hood, he considers the working agreements one of the main problems besetting the railroad industry.

Harry L. Filer
New Haven

A. Gerdes Kuhbach
New Haven



John H. Gardner, Jr.
New Haven

Charles C. Shannon
New Haven

People in the News

DELAWARE & HUDSON.—John F. Reilly, general attorney, appointed general solicitor, New York.

KANSAS CITY SOUTHERN.—Rome J. Blair, assistant general manager, advanced to general manager, to succeed **Fred H. Hooper,** vice-president and general manager, who retired January 1. **Lawrence D. Fry,** communications engineer, Kansas City, Mo., appointed superintendent of communications there, succeeding **Arthur H. Ryden,** superintendent of telegraph, retired. **Eugene F. Salisbury,** chief engineer, named assistant to president, and is succeeded by **Clifford G. Davis,** assistant chief engineer.

J. M. Salter II appointed assistant to treasurer, Kansas City, Mo.

John P. Gunther, assistant general freight agent, Kansas City, Mo., appointed assistant freight traffic manager, with supervision over sales of trailer-on-flatcar operations.

MAINE CENTRAL.—Joseph H. Cobb, assistant news editor of Stations **WCSH** and **WCSH-TV,** appointed director of public relations of the MeC, Portland, Me., effective February 1.

MILITARY TRAFFIC MANAGEMENT AGENCY.—Maj. Gen. Paul F. Yount, chief of army transportation, and **Maj. Gen. E. C. R. Lasher,** executive director, MTMA, will retire from military service January 31. Gen. Lasher will become associated with the North American Car Corporation.

NEW HAVEN.—Charles C. Shannon, assistant to president-operations, **Chicago & Northwestern,** Chicago, elected vice-president—operations, New Haven at New Haven. He will be in full charge of the operating, engineering and mechanical departments, effective January 20. **C. Harry McGill,** chief of operations, appointed senior vice-president.

Harry L. Filer, general counsel, New Haven, appointed vice-president—law. **A. Gerdes Kuhbach,** financial officer, named vice-president—finance. **John H. Gardner, Jr.,** counsel, advanced to general counsel. **J. Edward Berg,** assistant treasurer and cashier, promoted to assistant vice-president—finance.

NEWBURGH & SOUTH SHORE—DONORA SOUTHERN-LAKE TERMINAL-McKEESPORT CONNECTING-NORTHAMPTON & BATH-HANNIBAL CONNECTING.—Thomas C. Dummitt appointed general freight agent of these roads at Pittsburgh, Pa. **Charles F. Klein,** assistant to president, retired December 31, 1957.

NEW YORK CENTRAL.—Dr. N. L. Higinbotham appointed chief surgeon, New York, succeeding **Dr. Bradley L. Coley,** retired.

SANTA FE.—R. A. Van Ness, bridge engineer system, Chicago, retires March 1.

R. H. Adams appointed acting superintendent, San Francisco Terminal division, succeeding **E. O. Bagenstos,** temporarily reassigned.

J. T. Smith, who has been on leave of absence (Railway Age, July 22, 1957, p. 46), has resumed his duties as master mechanic, Plains division, Amarillo, Tex., succeeding **L. B. Johnson,** master mechanic, Panhandle division, Wellington, Kan. Mr. Johnson has resumed jurisdiction over the first, second and Larned districts of the Western division, to replace **W. W. Lyons.**

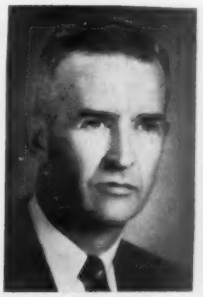
SEABOARD.—Thomas B. Hutcheson became chief engineer, Norfolk, on January 1 (Railway Age, Jan. 20, p. 140). Mr. Hutcheson entered railroad service in 1935 as student apprentice with the Seaboard, later serving as assistant to division engineer, assistant division engineer, assistant to chief engineer and assistant chief engineer, successively.

John L. McBride appointed principal assistant engineer, Norfolk, succeeding **John T. Ward,** recently promoted to assistant chief engineer.

TEXAS & NEW ORLEANS.—F. V. Schaub appointed passenger traffic and public relations manager, with headquarters at Houston, Tex., and New Orleans, succeeding **H. H. Gray,** retired. **J. L. Bart, Jr.,** named assistant public relations man-

(Continued on page 39)

Joseph H. Cobb
MeC



J. Edward Berg
New Haven

John F. Reilly
D&H

Thomas B. Hutcheson
Seaboard

Current OPERATING DEPARTMENT Questions

Here's that car service quiz I've been promising you for some time. I hope you'll take time to figure out the answers and send them to me. In this space, in the March 10th issue, I'll give you what I think are the correct loadings. I hope your judgment coincides with mine. At any rate, give it a try.—G.C.R.

Problem: How would you load cars to cut empty miles?

Fifteen Cities to Serve . . .

On a recent day, the transportation officer in charge of the Government storage warehouses at Horseheads, N. Y., (served by the Lackawanna, Erie, Lehigh Valley and Pennsylvania) placed the following order with the Lackawanna for 15 class A box cars. The cars were to be loaded with surplus stores destined to federal and state hospitals and other institutions. One car each was to be loaded to the following cities:

Albany, N. Y.
Augusta, Me.
Austin, Tex.
Battle Creek, Mich.
Birmingham, Ala.
Concord, N. H.
Jefferson City, Mo.
Knoxville, Tenn.
Little Rock, Ark.
Madison, Wis.
New York City, N. Y.
Philadelphia, Pa.
Springfield, Ill.
Washington, D. C.
White River Jct., Vt.

And 15 Different Roads . . .

The Lackawanna yardmaster had one each of the following ownerships to give the warehouse:

ATSF	CNJ	CNW	QC
A&WP	CRR	N&B	RI
B&M	MTC	NH	SLSF
C&O	CGW	N&W	

. . . Plus Complications

The transportation officer, working with the Lackawanna's car distributor, loaded these cars so that when they reached destination, and were emptied they were either: on the home road; or within 125 miles of a junction with the owning road. Furthermore, the total empty miles needed to place all cars on their owners' rails was less than 1,000, or an average of less than 75 miles per car.

Can you do as well as the transportation officer and the Lackawanna car distributor did?

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

(Continued from page 37)

ager, and **E. W. Crabbe** appointed assistant passenger traffic and public relations manager, both with headquarters at Houston.

M. L. Bush, assistant secretary and assistant to auditor, Houston, retired November 30, 1957. **F. H. Coyne, Jr.** appointed assistant secretary and assistant to auditor. **E. F. Pattillo** named assistant to auditor.

Ray Kirkland, manager press relations, Houston, appointed special representative-public relations there.

UNION PACIFIC.—Norman B. Marvin, assistant freight traffic manager, Omaha, Neb., promoted to freight traffic manager there. **Donald E. Ingman,** assistant general freight service manager, Salt Lake City, Utah, appointed assistant freight traffic manager, Omaha. **William H. Whalen** appointed general freight and passenger agent, Denver, Colo. **Walter P. Barrett** named assistant general freight agent, Omaha. **Alan B. Taylor** appointed traffic manager, Omaha. **Ira V. Helmick** named general traffic agent, San Diego, Cal., succeeding **Harold G. Larimer,** retired.

OBITUARY

Philip H. Crosby, 74, retired trainmaster, **Chicago & Western Indiana,** died January 8 in St. George's Hospital, Chicago.

Lewis D. Freeman, 69, until recently trustee of the **New York, Ontario & Western,** died in Middletown, N.Y., on January 11. Before his service with the O&W, Mr. Freeman was examiner for the Railroad Division, Reconstruction Finance Corporation.

Herman T. Frushour, 75, who retired in August, 1949 as assistant vice-president and chief engineer of the **Pennsylvania** at New York, died January, 8 at St. Petersburg, Fla.

August W. Munster, 75, who retired in 1950 as vice-president in charge of purchases and stores of the **Boston & Maine, Maine Central** and **Portland Terminal,** Boston, Mass., died January 13 in Winchester [Mass.] hospital.

Joseph P. Roddy, 74, who retired in 1952 as assistant general freight agent, **Northern Pacific,** St. Paul, died January 11 in that city.

Morris H. Wolfe, 75, retired traffic manager, **Railway Express Agency,** died January 8 in Evanston, Ill.

Augustine Ridenour Ayers, 79, retired general manager, **Nickel Plate,** died January 15 at his home in Cleveland, Ohio.

Clarence E. Barrett, 64, superintendent car department of the **Milwaukee,** died January 5 in Milwaukee County Emergency Hospital, Milwaukee, Wis.

Supply Trade

Clifford A. Barabe, Jr., assistant manager, sales departments, **Caterpillar Americas Company** and **Caterpillar Overseas C. A.,** Peoria, Ill., has been appointed manager, sales departments, there, to succeed **John G. Montag,** named assistant managing director and sales manager of **Caterpillar Brasil S.A.,** Sao Paulo, Brazil.

James G. Graham, general manager, Railroad Division, **Fairbanks, Morse & Company,** Chicago, has been appointed manager of the Los Angeles sales and service branch, to succeed **Paul A. Suess,** who retired January 1.

National Aluminate Corporation has announced completion of a five-story addition to its laboratory and executive offices in Chicago's Clearing industrial district, which more than doubles the company's administrative and research facilities. Other phases in recent Nalco expansion in the Chicago area included acquisition of adjacent Lamson-Sessions property and buildings, and construction of an automated chemical processing plant.

Geigy Agricultural Chemicals, Division of Geigy Chemical Corporation, has appointed **Leo Miles** industrial sales specialist for Simazin 50W herbicide for weed control. He was formerly a field representative for **U. S. Borax & Chemical Corp.**

Robert J. White, sales representative in the spring and forge division, **Alco Products, Inc.,** has been named assistant to the executive vice-president, succeeding **Harold A. Dehn,** retired.

J. D. Harmison, manager, parts sales for the tractor group of **Allis-Chalmers Manufacturing Company,** has been appointed sales manager, material handling, of the Buda Division.

Robert J. Beck, formerly with the **Westinghouse Electric Corporation,** has been appointed assistant chief engineer of the Jack Division of **Duff-Norton Company.**

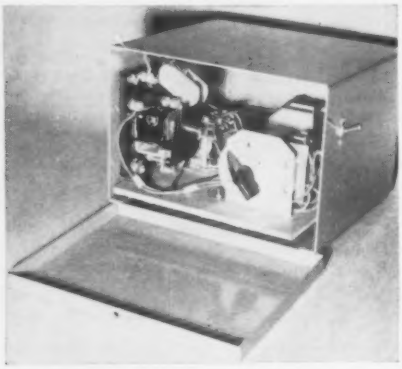
Metal & Thermit Corporation has sold its Thermit welding business to **Reade Manufacturing Company.** In announcing its retirement from the welding field, Metal & Thermit said the company's growth plans call for concentration of activities and expansion in the production and marketing of chemicals, metals and arc welding electrodes and equipment.

Ralph R. Wyckoff has joined **A. J. Gerrard & Company,** Melrose Park, Ill., as sales promotion manager.

OBITUARY

Frank J. Swanson, 67, sales and service manager of the **Holland Company** for the eastern half of the United States, died December 21.

New Products Report



Warm Engines with Less Fuel

A device is now available for controlling diesel temperature during stand-by or lay-over periods. Engine is automatically stopped and started with time and temperature controls. The manufacturer states his device reduces fuel costs by eliminating long periods of engine idling; cold idling is reduced to a minimum decreasing engine wear.

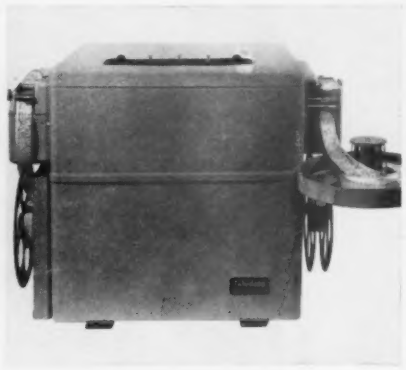
The device comes in a metal box 7 in. by 10 in. by 8 in.; weighs 15 pounds. *Ajax-Consolidated Company, Dept. RA, 4615 W. 20th st., Chicago 50* •

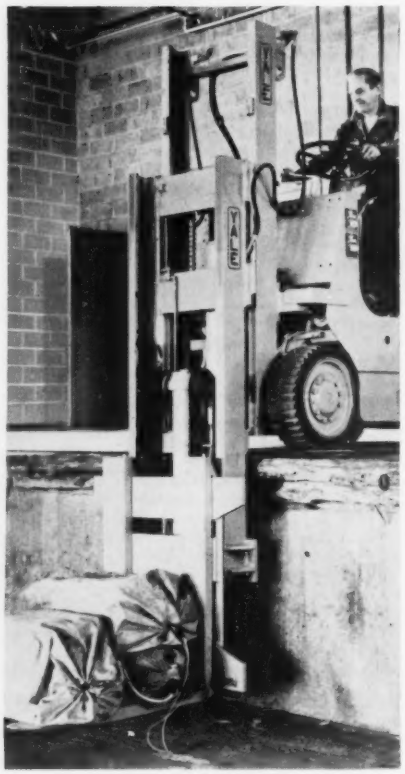
Lowering and Lifting Truck ▸

Here's an industrial lift truck with channels that lower below ground level for special handling jobs such as handling in pits, lowering palletized materials into dipping, cleaning tanks, or transferring material in a varied floor-level plant.

This 6,000-lb capacity model can handle loads off a level 72 in. below the floor and raise them 41 in. above ground level.

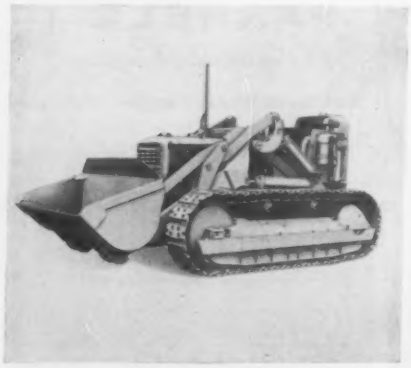
Both primary and secondary lifting channels have separate lifting cylinders and controls. *Yale & Towne Manufacturing Co., Dept. RA, Philadelphia 15* •





New Traxcavators

Two new Traxcavators—No. 955 and No. 977 (Series E)—have been announced. The new machines feature a strong undercarriage with heavy construction, track roller frames, sprockets, front idlers, track rollers and track carrier rollers. The new design allows for high ground clearance, a low center of gravity. On both new models, horsepower and bucket capacity are same as on Series C models. Both new units have hydraulic track adjusters. *Caterpillar Tractor Company, Dept. RA, Peoria, Ill.* •



Tape Transmitter-Receiver

Friden Calculating Machine Company announces Teledata, a machine for sending, receiving, and checking data encoded in five or more channels of punched paper tape over existing wire services. It can operate over any telegraph, telephone circuit or microwave system.

Teledata is capable of transmitting and receiving 5-, 6-, 7-, and 8-channel tape. Printing telegraph uses 5-channel tape; has tape reader and punch. The reader, located at the right of the unit, is in operation when sending or transmitting information. The punch, on the left, is in operation when receiving information. As data is punched, tape is transmitted through the reader of the machine. It is simultaneously reperforated and checked on the punch of the Teledata placed at a distant location. The tapes, often referred to as the "common language" link between office machines, are then used to actuate other equipment to produce automatically telegraph messages, wheel reports, and so on. In duplex operation, data can be transmitted from one machine to another. *Friden Calculating Machine Co., Inc. Dept. RA, 1 Leighton ave., Rochester 2, N.Y.* •

Portable Hand Lamps

This explosion-proof lamp is designed for rugged service; uses a 100-watt A-21 lamp. Exposed metal parts are made of non-sparking aluminum; insulated handle of high impact-resistant plastic. Globe is tempered glass, heat and impact-resistant.

The threaded guard secures and seals globe to holder which is threaded to insulated handle. For re-lamping metal assembly is removed as a unit. All threaded joints are locked to prevent accidental loosening. *Pyle-National Company, Dept. RA, Chicago 51* •

CLASSIFIED ADVERTISEMENTS

Rates: $10 per column inch (1" deep x 1⅝" wide)
Equipment used or resale acceptable in this section

Let's End 'Blind Justice'

The Supreme Court has seriously complicated the exercise by the ICC of its power to give a railroad relief from a red-ink level of commuter fares, imposed by a state commission.

The Milwaukee Road got an order from the ICC, raising commuter fares in Illinois, against the opposition of that state's commerce commission. The Supreme Court ruled against the ICC and sided with the Illinois authorities.

The ICC has a clear right and duty under the law to prevent sub-standard intrastate rates from becoming a "burden on interstate commerce." But now the Supreme Court says the aggrieved railroad must prove—not just that one part (commuter service) of its intrastate business is unprofitable—but that the entire intrastate operation is losing money.

•

It would be hard to conceive of a legal doctrine more completely insulated from the hard realities of present-day railroading. This paper is certainly not going to differ with the Court on a question of law—because the law, practically speaking, is what the Court says it is. It is an observable fact, however, that in the realm of social relations the Court has been eager enough to adapt the application of the law to changing conditions. Specifically, racial segregation in the schools had been legal all along, but the Court recently decided to make it illegal—without any legislation to that effect by Congress.

Thus, the Court evidently believes it has the duty in the realm of racial relations to keep the law abreast with changing times. But, in the field of transportation economics, the learned judges are apparently unaware or unconcerned that conditions in 1958 are not those of fifty years ago.

In 1908 "Jim Crow" laws were unchallenged, and the railroads' monopoly of inland transportation was recognized and regulated as such. In 1958 Jim Crow is a dead bird—and the railroads' monopoly is just as extinct. The Court is energetic in celebrating Jim Crow's obsequies—but it is not much concerned about equally revolutionary changes in transportation conditions.

•

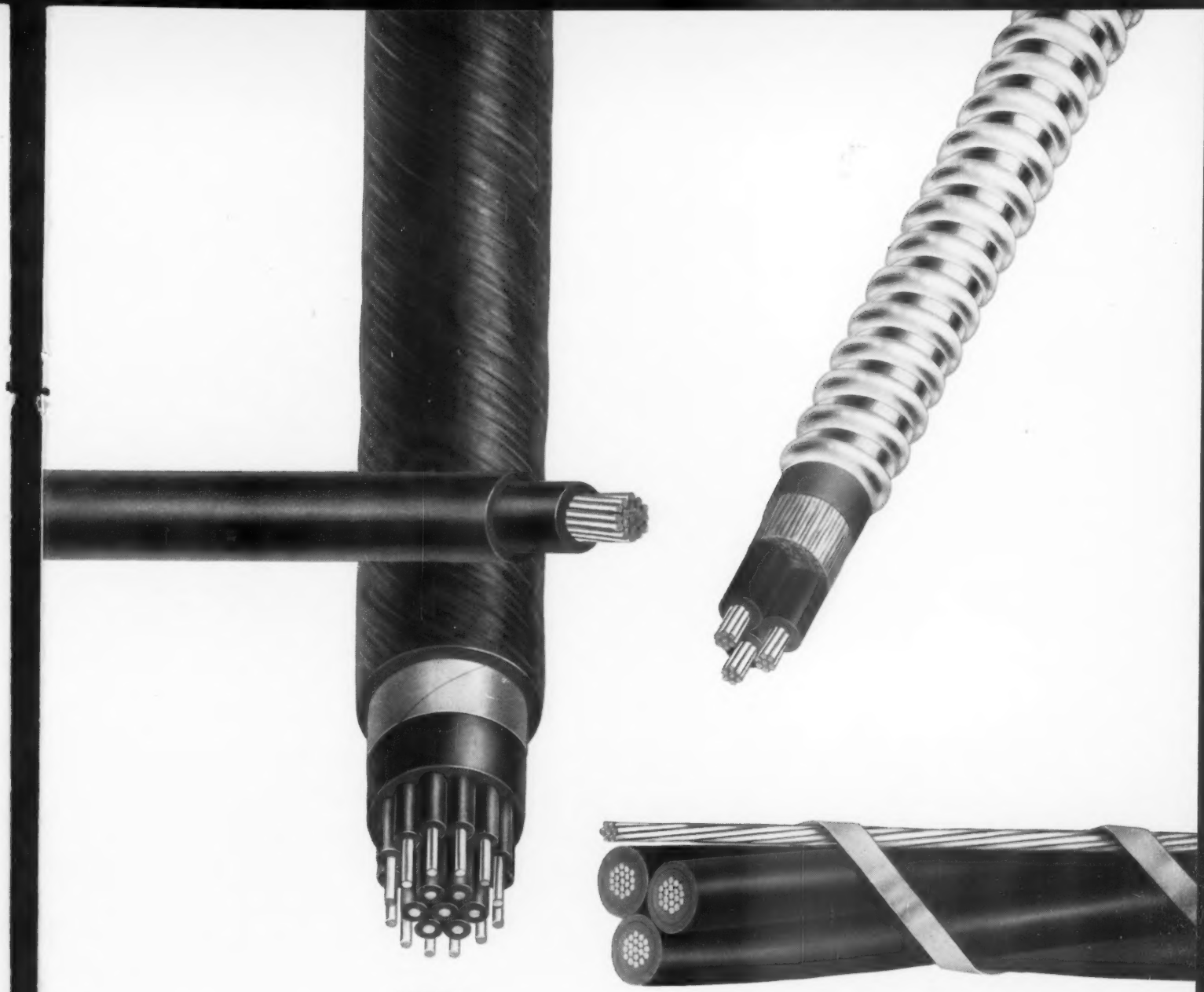
If the learned judges had kept abreast with events in the area of transportation economics, as they evidently have done in inter-racial sociology, they would know that:

No segment of railroad service is, or can be, inordinately profitable today. There is an effective "ceiling" on most railroad rates—at something like 3 or 4 cents per ton-mile, which is the cost of private truck operation.

And, since there cannot be any inordinate profit from intrastate freight service—a proved unprofitable level of intrastate commuter rates is IPSO FACTO *a direct burden on that railroad's interstate freight and passenger service.* What public interest is served by delaying or denying urgently needed revenue relief to a railroad—requiring it to incur the trouble and expense of proving the obvious?

The Court also seems to think that there can be considerable reliance upon state authorities to keep intrastate railroad operations profitable (passenger and freight service combined). Where is the experience to justify such confidence? If commuters in Illinois or New York can get a ride paid for, in part, by freight shippers in the Dakotas and Ohio—what inducement is there for state commissions in Illinois and New York to champion the cause of Dakotans and Ohians?

LET'S CHANGE THE LAW: In litigation of this and similar cases hereafter, the railroads ought to spare no pains to get the vital facts of present railroad economics into the record, for Court consideration. But the final and sure solution can come only from a clear statement in law. Railroads should be explicitly relieved of obligation to continue any segment of service that can't or won't pay its way; with a parallel right to make rates down to a minimum of direct costs in competing for any traffic whatever.



if *it's cable you need...*

—Kerite's the answer. For Kerite's wide range of cable types combines the latest techniques, materials and engineering with an insulation that is unsurpassed in its proven ability to serve reliably for years under the trying conditions of actual operation. Leading engineers will confirm this. We, too, would be pleased to tell you more.

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Houston, San Francisco, Glendale, Cal.

KERITE CABLE

it's the **KERITE** *that makes the difference*

THE RAILROADS WILL BRING YOU A TASTIER STEAK

IN the old days of slow freight, (above), beef cattle lost a lot of weight before they got to market—in spite of frequent stops for food and water. Today, they get there faster. And tomorrow when all railroads go "Roller Freight", they'll get there faster still. Result: You'll get tastier steaks—and more of 'em.

That's Better-ness—the American conviction that "good enough" isn't. And "Roller Freight"—freight cars on Timken® tapered roller bearings—are helping the railroads to give you Better-ness. They eliminate the hot box problem—No. 1 cause of freight train delays—by rolling the load instead of sliding it. And "Roller Freight" gets in and out of terminals faster, too, because you can inspect Timken bearings in one-tenth the time it takes to inspect friction bearings.

Already 62 railroads and other freight car owners have started the switch to "Roller Freight" to give you ever faster freight service. When all freight is "Roller Freight", America's railroads will save an estimated $224,000,000 in operating and maintenance costs—earn about 22% on their "Roller Freight" investment.

Look for Timken bearings where wheels and shafts turn. They're your symbol of Better-ness. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".

THIS IS BETTER-ness . . . America is for it

and TIMKEN® bearings help you get it